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A RAIL TRIP—P.14

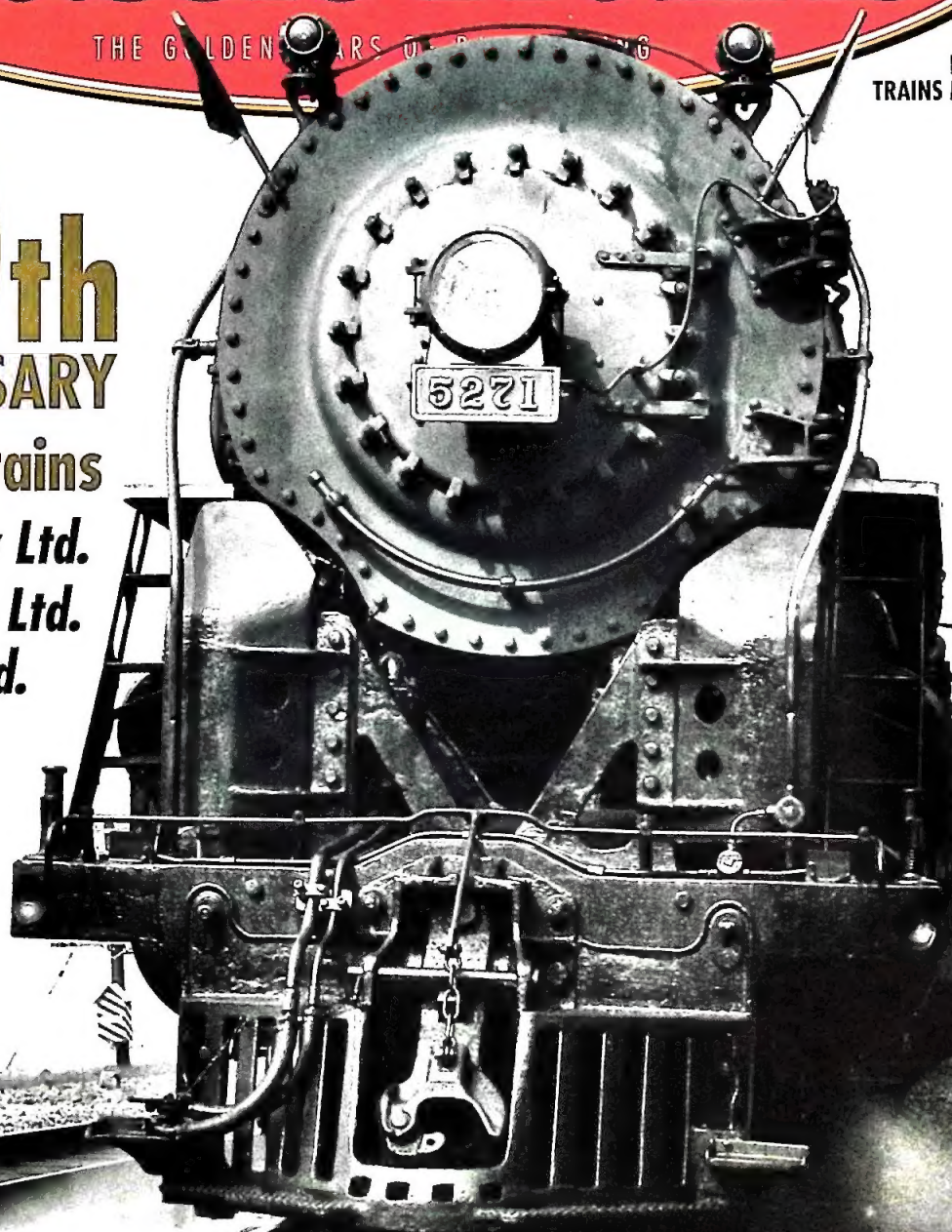
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WINTER 2002
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From the
Editors of
TRAINS Magazine

100th
ANNIVERSARY

3 Great Trains
20th Century Ltd.
Golden State Ltd.
Broadway Ltd.



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4-8-4's on Northern Pacific and Lackawanna
One Railfan's Paradise: Mexico in the 1960's

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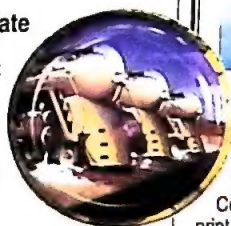
Classic Railroad Series

The 20th Century Limited

Two videos on one tape! First is *Flight of the Century*, featuring the 20th Century Limited beginning in the 1930s when it was the symbol of speed and luxury, right through to its end in 1967. You also get *New York Calling*, which features a 1940s trip to New York via NYC streamliner. Color and B&W. 40 min.#RV8212B \$19.95

New York Central Collector Plate

Fine porcelain collectible dinner plate is framed in 23K gold and features artwork of the famed 20th Century Limited. Made in the U.S.A. with a 100% lead-free glaze, each plate is individually numbered and includes certificate of authenticity.#R06401C \$39.95



▲ 20th Century Limited

Robert Hunt. Cottony wisps of smoke rise from the boiler of a bullet-nosed Hudson as it emerges from the haze of a cold winter morning with the famous 20th Century Limited in tow. 19"x12" limited edition canvas print is signed and numbered by the artist.#R07031C \$120

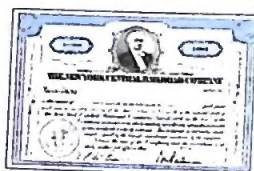
New York Central 20th Century Limited Christmas Sign

Celebrate the season with this nostalgic New York Central Christmas sign patterned after an advertisement run by the road in the 1940s. The sign features Santa and his team of reindeer floating over the tail of New York Central's famous 20th Century Limited. 12"x10" white-gloss aluminum sign includes mounting holes.#R08235C \$9.95



New York Central Clock

10" quartz clock features the NYC logo on a white face with black rim. Case is made of high impact plastic; AA battery (not included) required.#R06708D \$14.95



New York Central Stock Certificate

Beautifully engraved canceled certificate was issued by the New York Central from the 1940s through the 1960s for 100 shares of Common Stock. Certificate is over 40 years old and features an ornate border with a vignette of the famous financier Cornelius Vanderbilt along with the printed signatures of the company's president and treasurer. Suitable for framing.#R07836AA \$9.95



▲ Night Train

Leslie Ragan. The New York Central commissioned this painting of the 20th Century Limited and used it on company calendars, advertisements, timetables and brochures. Now you can own your own copy! 18"x24" poster.#R07410AA \$24.95

NEW YORK CENTRAL SYSTEM

The Broadway Limited

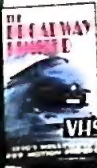
Rosenbaum & Gallo. Out of print since the mid-1990s, this newly updated 2nd edition tells the full story of The Broadway Limited, one of the Pennsylvania Railroad's most famous passenger trains and competitor to the New York Central's 20th Century Limited, carrying passengers from New York to Chicago. 96 pgs., illustrated, 8 1/2"x11", s/bd.#R02351C \$24.95



The Broadway Limited

1930s motion picture is a comedy set aboard the Broadway Limited from Chicago to New York. Film features a PRR K4 4-6-2 and a GG-1 in action. Contains good, clean humor and an all-star cast featuring Dennis O'Keefe, Marjorie Woodworth, Victor McLaglen, Patsy Kelly and Zazu Pitts. One of Hollywood's great

Pennsylvania Railroad features. 75 min.#RV8218B \$19.95



Crossroads of Commerce

The Pennsylvania Railroad Calendar Art of Grif Teller Cupper. Winner of the prestigious Railway & Locomotive Historical Society book award, this volume gives lavish full-page display to each of the 33 calendar paintings used by the PRR for advertising from 1925-1958. The story of each painting is told through photos, sketches, and interviews; includes a biography of the artist. 185 pgs., 150 color and 50 B&W photos, 12"x9", hdbd.#R02672C \$49.95



Broadway Limited Ad Sign

Celebrate Pennsylvania Railroad's most prestigious passenger train with this colorful sign that replicates an ad used by the road in the early 20th century. A great way to show off the pride and colors of Pennsy's finest. 8"x10" metal sign has holes for mounting.#R07527B \$11.95



Pennsylvania Railroad Dinnerware

This fine porcelain dinnerware features the PRR keystone logo and authentic PRR Tuscan Red and gold accents! First, purchase 5-piece place settings that include dinner and bread plates, soup bowl, cup and saucer. Next, round out your table with the enhancement set that includes salt and pepper shakers, creamer, and sugar bowl. Finally, complete the look with matching 11 oz. mugs. Absolutely wonderful for the PRR enthusiast, all pieces are made in the U.S.A. and include a 100% lead-free glaze.

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Enhancement Set.....#R06482D \$49.95
Mug.....#R06306C \$9.95

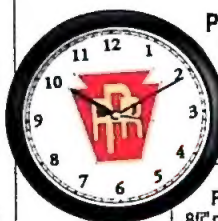
Pennsylvania Railroad 2003 Calendar

The Pennsylvania Railroad earned the admiration of friends and rivals alike. This dramatic calendar captures the glory days of the Pennsy with images that include a massive Baldwin Centipede, a K4 Pacific heading a passenger train, a pair of "frozen" F-units with an N5 caboose and a trio of GG-1s. Tremendous! 12"x12" wall calendar.#R08036A \$12.95



Pennsylvania Railroad Clock

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Pennsylvania Railroad Sign

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Pennsylvania Railroad Can Coaster

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Pacific K4 4-6-2 Steam Locomotive w/Tender

This powered HO scale model features all-metal chassis and blackened wheels, working light, painted crew figures and more. Approx. 12" total length.#R09107D \$139



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IEWED SOLELY in terms of the train-miles they represented, or the number of passengers they carried, the great trains of the past might seem a relatively insignificant part of the railroad picture. The three limiteds whose 100th anniversaries we observe in this issue, for example, were members of entire fleets of long-distance trains operated by their respective railroads. And each weekday, those roads carried far more passengers aboard the no-frills coaches of commuter trains than on the plush Pullmans of their crack expresses.

Yet the legend of the great limiteds is one of the most powerful in railroading, and indeed is part of our national consciousness. As the likes of the *General* and *New England States* fade into history, the *20th Century* and *Broadway* remain synonyms for the finest hour of rail travel. The *Golden State*, while less well known, is remembered as the best train on its route, which itself bears that train's name. Railroaders took pride in making the top trains the best they could be, while members of the public, inspired by railroad advertising, news accounts, and their own imaginations, marveled at their speed, luxury, and celebrity clientele.

In an age of increasing troubles for airlines, ever-more-congested highways, and a perpetually underfunded Amtrak, the great passenger trains seem as appealing as ever. We'll be examining one of the final chapters of their story—the railroads' big push for passengers after World War II—in our first CLASSIC TRAINS annual, *DREAM TRAINS: THE LAST, BEST STREAMLINERS, 1946-1956*. This special publication, not included in CLASSIC TRAINS subscriptions, will be available around January 1. Ordering information for *DREAM TRAINS* may be found elsewhere in this issue.

Tailsigns helped cement the great trains' status.



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ClassicTrains

THE GOLDEN YEARS OF RAILROADING

WINTER 2002 • VOLUME 3 NUMBER 4

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Snow, a sled, Soo Line F's, and more snow • *Ron Hatch*
- Special Section: 100 Years for 3 Great Trains*
- 22** Marketing a National Institution: 20th Century Limited
Brilliant promotion helped establish NYC's flagship • *Michael Zega*
- 30** The Broadway's Best Years
Pennsylvania's top train hit it big after World War II • *Joe Welsh*
- 38** Glories of the Golden State
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- 68** Flat-Faced Warriors
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- 72** Last Train on the Narrow-Gauge
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- 80** An Engineer's Engineer
NP's Jack Woolverton knew how to stay on time • *Don Angle*

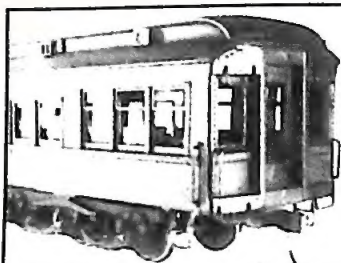
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ON THE COVER: Mighty J-1 class New York Central Hudson 5271 poses for the company photographer with the 20th Century Limited along the Hudson River in the late 1920's. CLASSIC TRAINS collection.

RIGHT: Shiny in their short-lived Golden State livery, Southern Pacific E7's round a curve at El Casco, Calif., with the Los Angeles-bound train in January 1948. Frank Peterson photo, Alan Miller collection.







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Contributors

Don Angle ["An Engineer's Engineer," pages 80-85] was born in 1919 and grew up in Emigrant, Mont., where his father was the Northern Pacific station agent. Don hired out as a fireman with the NP at Livingston in 1941. He became an engineer in 1944, and Assistant General Air Brake Inspector in '46. As this position took him away from home for long periods, he returned to Livingston as an engineer in 1950. Health concerns and the impending Burlington Northern merger prompted a move to Arizona in 1969, where he worked as Air Brake and Mechanical Supervisor for the San Manuel Arizona and, later, the Black Mesa & Lake Powell, from which he retired in 1986. Don lives in Chandler, Ariz.

Glen Brewer ["Memories of the Roarin' Elgin," pages 16-19] wrote "Ghosts in the Piney Woods" in our Spring 2002 issue. He lives in Denver.

Bud Bulgrin [photos in "Exploring Mexico in the 1960's," pages 60-67] is retired from a career in railroading and lives in Brooklyn Park, Minn. **Steve Glischinski**, who wrote the article on Bud's Mexican travels, is a freelance book and magazine author and photographer living in Shoreview, Minn. Both have had numerous photos in our sister magazine, *TRAINS*.



John R. Canfield ["Dual-Service Paragon," pages 56-59] was born and raised in New Jersey and earned a bachelor's degree in transportation in 1954. He served the Lackawanna as a track laborer, towerman, transportation director, assistant trainmaster, and trainmaster from 1949 until the Erie Lackawanna merger in 1960. With EL, he became Assistant Superintendent, New York Division and, finally, Superintendent, Susquehanna Division in 1966. He has also worked with Amtrak and Guilford as well as a number of transit authorities and state transportation departments. He lives with his wife, Vivian, in Parachute, Colo.

Al Chione ["Last Train on the Narrow-Gauge," pages 72-79] traces his love of railroads to his grandfather, a CB&Q engineer who took him on several steam runs, and to his father, whose interest in the Rio Grande Southern led to several rides on that carrier in its last years. Al started taking slides in 1954, and has an extensive collection of vintage slides, copies of which he sells commercially. He's a retired firefighter and claims representative. Al and his wife, Bernadette, live in Colorado, close to the Durango & Silverton Narrow Gauge Railroad.

Ron Flanary ["L&N's Flat-Faced Warriors," pages 68-71] is director of a regional planning commission in Virginia. This is his third *CLASSIC TRAINS* byline.

Ron Hatch ["No School Tomorrow," pages 20-21] and his wife, Rita, run the Knox Station Bed & Rails, an inn catering to railfans next to the former Santa Fe main line just east of Galesburg, Ill.

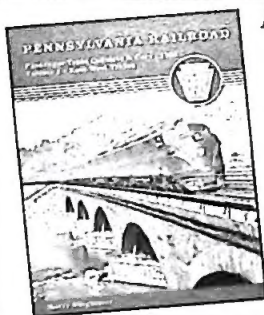
Warren Taylor ["Glories of the Golden State," pages 38-47] is a native Kansan born in 1945. He has been on the teaching staff of Midland College in Midland, Texas, for 22 years. Though he's written other articles on RI and Texas & Pacific trains, this is his first *CLASSIC TRAINS* byline.



Joe Welsh ["The Broadway's Best Years," pages 30-37], an accomplished book and magazine author on passenger-train subjects, lives in Auburn, Wash. He thanks the Hagley Museum & Library, Wilmington, Del., for access to its PRR files. The thoughts and writings of J. W. Barriger III are courtesy of the Barriger Collection of the St. Louis Mercantile Library at the University of Missouri-St. Louis.

Michael Zega ["Marketing a National Institution," 22-29] has written extensively on railroad advertising in *CLASSIC TRAINS* and elsewhere. His book, *Travel by Train*, written with John Gruber, has just been published by Indiana University Press. ■

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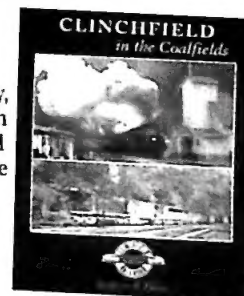
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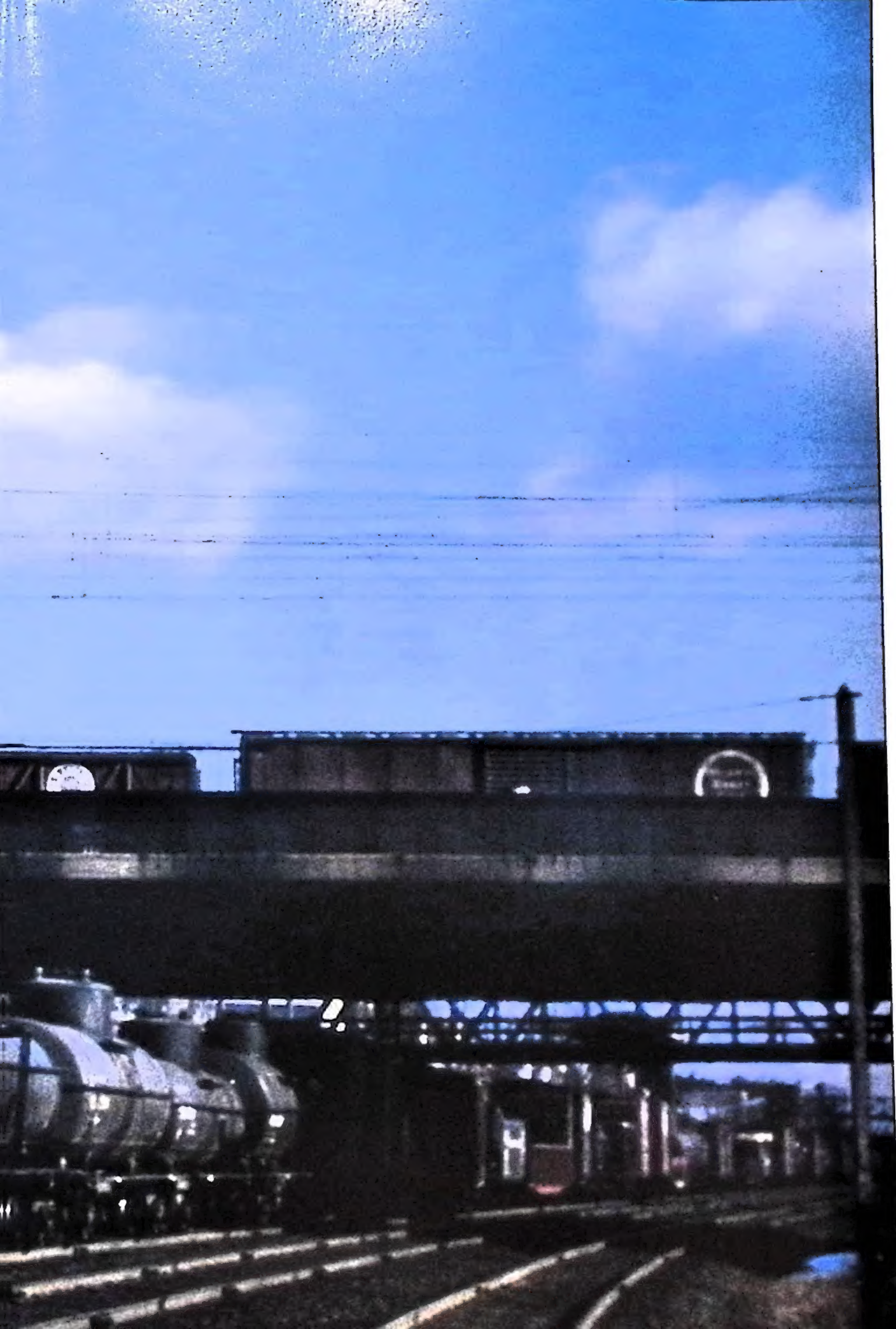
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True Color

Watching the paint dry

On a glorious February 9, 1952, an eye-popping vision appears on the Central Railroad of New Jersey main line beneath Pennsy's Greenville freight line at the Jersey City-Bayonne border. "Babyface" Baldwin DR-4-15 No. 78, sublettered for subsidiary Central Railroad of Pennsylvania, is taking a rare solo turn on a westbound freight. Usually, CNJ's DR-4-15's ran in five A-B-A sets, but 78, just out of nearby Elizabethport Shops, is out in the fresh air so her paint will dry! (The sets were uniquely numbered, the cabs as 70-79 and the boosters with letters K, L, M, R, and S, with the entire set numbers, such as "78-S-79," originally carried in the numberboxes.) Soon Jersey Central will switch to a somber dark green livery more reflective of the road's declining fortunes, but on this day it's easy to believe CNJ's future is as bright at its most freshly painted locomotive.

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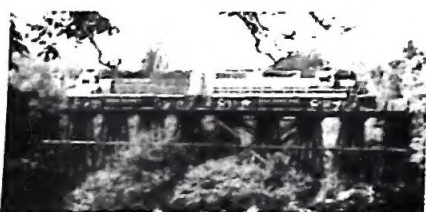


In its unique black & white paint scheme, GP9 #101 teams with SD9 4368 to power consists from Tillamook north along the coast and then inland to a meet with its counterpart from Banks, OR, which uses a trio of SD9's to traverse the 3% grades over the Coast Range to interchange traffic with the Portland & Western.

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TAPE I (2 hrs. - \$29.95 + \$2.17 sales tax in CA) covers virtually all of the railroad except the east-west Toledo District which is shown on **TAPE II** (1 hr. - \$19.95 + \$1.45 sales tax in CA) which also features GP9 #1801 with the Corvallis Local.

TAPES I & II ordered together: \$39.95 (+ \$2.90 sales tax in CA)

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Fast Mail

Evocative memories

Two items in your Fall 2002 issue are especially evocative. One is the photo on page 83 of an engineer oiling around, made by Donald M. Fellows. Now deceased, he was a quiet person 20 or 30 years my senior. I knew him from a "hot stove league" that gathered during winters at a small sailing boathouse in the Boston area. Our common interest was ice-boating. It was only years after he died that I learned he was a railfan.

I also can relate to George Gillespie's "Not My Favorite Picture" of Reading 0-6-0 1323 on page 88. While I am perhaps 15 years younger than he, we did cover some of the same ground. He approached it from the west, while I did so from the east, from South Philadelphia.

*Thomas L. De Fazio
Watertown, Mass.*

Colorado & Southern, then and now

Thanks to author Hol Wagner and photographer Ken Crist for "Steam's Last Stand on the C&S" [pages 22-33]. While attending C.U. in Boulder, I spent the falls of 1957-59 chasing C&S steam. I also spent some pleasurable platform time in Boulder with Howard Fogg, the late rail artist; spotting him was easy, as he drove a pink Lincoln Continental!

*Chuck Hitchcock
Prairie Village, Kans.*

I'm a 20-year-old college student who grew up along the old C&S in Wheatland, Wyo. I may be one of your youngest readers, and I found it interesting to learn about my hometown railroad as it existed at the end of the steam era.

*James R. Mitich
Lander, Wyo.*

C&S 900 was not the last 2-10-2 in service in the U.S., as stated. On November 20, 1959, Illinois Central, which had been fully dieselized, put 2-10-2 2807 back in service, joining 4-8-2 2613 and five switchers. On February 4, 1960, 4-8-2 2524 was reactivated, followed on February 18 by 2-10-2's 2739 and 2802. All 10 operated out of Paducah, Ky.

According to reports passed to me by steam expert and author Lloyd Stagner, 2802 and 2807 were seen in road service between Paducah and Madisonville, Ky.,

on March 25. The steam revival was short-lived, for IC began receiving 15 new GP18's in late March, and the last steam engines were sidelined in April.

*Cliff Downey
Mayfield, Ky.*

L.A. Central Station hung in there

The interesting Thomas C. Fleming/Max Millard article, "Cooking on the Southern Pacific" [pages 38-45], correctly notes that Central Station in Los Angeles was "replaced by LAUPT," but the photo caption on page 40 wrongly says Central was "torn down to make way" for it. Central Station was several blocks south of the LAUPT site, and on the opposite side of Alameda Street. When SP showed off its new homebuilt dome-lounge cars to its Passenger Traffic Department before the cars entered service in 1954, the cars were displayed on the tracks of the old Central Station, by then a maintenance garage for Pacific Motor Trucking, Espee's truck subsidiary. How do I know? My father worked in Passenger Traffic and hauled me along to see "the new train." I can remember the distinctive windows of the former waiting room and noting that trucks looked strange in all that faded elegance.

*Richard Speer
Metropolis, Ill.*

Fiction, or Canada?

Thank you for "Owsley and the 1601" [pages 78-83]. When I was a youngster, I was given a dozen issues of *Railroad Magazine* from the 1940's. Each one had a rail fiction story, which I enjoyed above all else. I often wondered just how much of those stories were really fiction.

*Carl M. Lehman
San Antonio, Texas*

Growing up in the 1930's as the son of a Canadian National engineman, I was read Frank Packard stories at bedtime by my father whenever he wasn't on duty. Therefore, "Owsley and the 1601" struck a chord. I went on to a 38-year career with CN, retiring in 1984 as Regional Chief Engineer, Mountain Region, and I was closely associated with my counterparts on Canadian Pacific in their territory through the Rockies.

In the biographical sketch of author

Frank Packard on page 6, reference is made to "life on the Hill Division of a fictitious Western railroad." One might surmise the rugged locale of Packard's stories is not fictitious, as it portrays a striking resemblance to CPR's Revelstoke Division. References to the *Imperial Limited*, the superintendent's name of Royal Carleton, and the siding at Glacier all suggest a Canadian connotation.

R. M. Bailey
Edmonton, Alberta, Canada

Appreciating Plowden

It was a pleasure to revisit the craftsmanship of David Plowden ["Master of the 11th Hour," pages 50-59]. I believe the Sydney & Louisburg photo on pages 4-5 was taken at Sydney, Nova Scotia, not Glace Bay. My dad and I visited the S&L in 1959, which was all-steam with more than 30 locomotives, most of U.S. ancestry. We spent most of the day at the yard and shop in Glace Bay, but when we arrived at Sydney, we found the terminal to be inside a steel mill. A friendly crew told me about a hole in the fence and invited me in. It was my last great experience with big-time steam.

Tom Smith
Camas, Wash.

David Plowden did not work exclusively in black and white as author John Gruber states. I have enjoyed for many years a book by Plowden entitled *Floor of the Sky, The Great Plains* (Sierra Club, 1972; ISBN 87156-063-1), which is primarily in color.

James W. Caldwell
San Francisco, Calif.

The perfect short line

Thanks for "A Creature of Perfect Simplicity" in "Second Section" [pages 94-95] on the Edgemoor & Manetta. While the mill at Lando, S.C., was torn down in 1997 or '98, Porter 0-4-0T No. 5 still exists, on display in a park at Richburg, S.C. The E&M track still exists in several places, too.

Robyn Watkins
West Columbia, S.C.

Twin Cities terminals

The photo on page 98 of St. Paul Union Depot switcher 441 brought back



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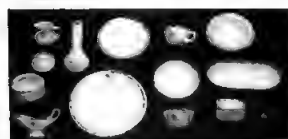
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memories from when I worked as a switchtender for SPUD, October 1966-May 1971. Many was the time I rode and worked on this engine, purchased in April 1941 (hence its number). I'm familiar with two of Minneapolis' stations, Great Northern's and Milwaukee Road's. What was the third one?

*James F. Townsend
Kennesaw, Ga.*

¶ According to old Official Guides, long before your working time in the city, Minneapolis, Northfield & Southern and Minnesota Western shared a station at 7th Street and 3rd Avenue North.—J.D.I.

North Shore on the sidewalk

Tears came to my eyes as I read Steven Duff's "Sidewalk Railroading" [pages 70-71] because I was laughing so hard. What a great story—we can all re-

late it to something like that in our youth! Ironically, I was reading it in my car, parked on the former alignment of the CNS&M Shore Line track at 4th and Linden in Wilmette, waiting to pick up an associate off the CTA Purple Line.

*Norm Carlson
Lake Forest, Ill.*

The Machias connection

I love your new one-spot photo feature, "One Day at . . ." and was tickled to see Machias, N.Y., as the first one [pages 46-49]. One correction: the former B&O south of Machias is still in service, for Buffalo & Pittsburgh to access Norfolk Southern trackage rights to Buffalo.

*Bill Stephens
Westfield, Mass.*

The building at Machias was not "a typical B&O depot." It looks Pennsy in

style to me, and was a 50-50 shared joint facility. It was a train-order and passenger station for B&O and an interlocking and block station, plus a passenger station, for PRR, open continuously.

*Mick Schleigh
Grove City, Pa.*

Other Fall flubs . . .

Our caption [page 5] for the C&S cover photo says 2-8-2 807; it's 806. . . . Thomas Fleming's "Ferry Duty" sidebar [page 41] places the crossing of the Sacramento Northern ferry *Ramon* at Carquinez Strait; it crossed Suisun Bay, to the east. . . . That's New York Central Poughkeepsie commuter train 842, not the *Wolverine*, behind a P-class motor at Scarborough [pages 72-73]. ■

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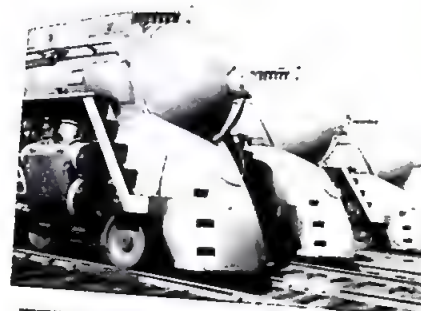
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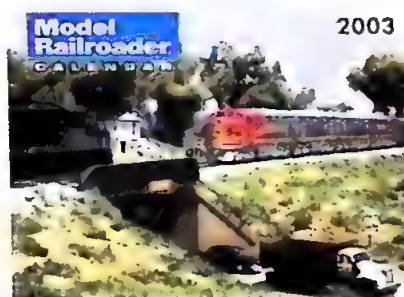
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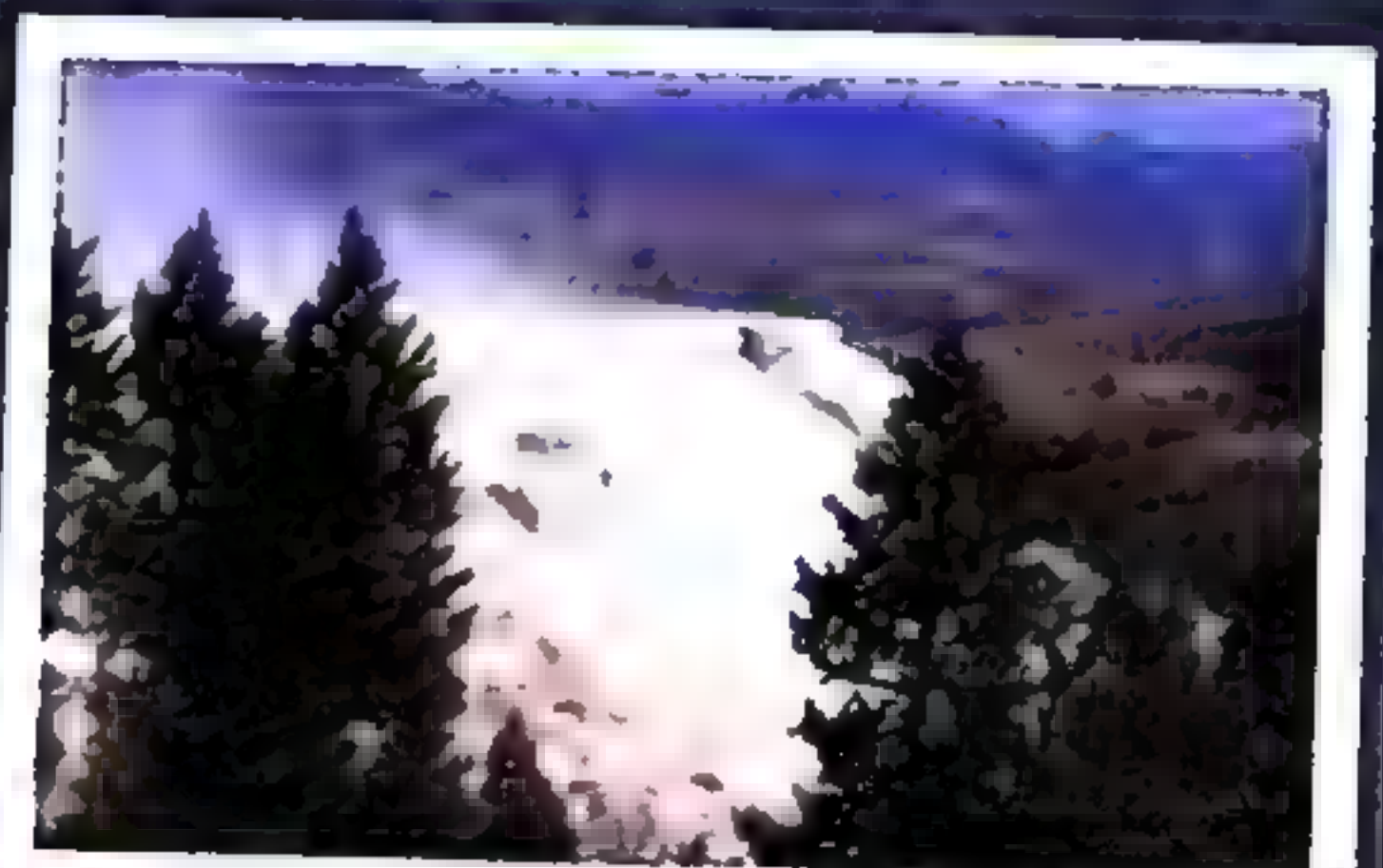
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Memories of the "Roarin' Elgin"

Reflections on the sad end of a magnificent Chicago interurban

MY MOM TOOK ME on my first train ride. At the Villa Avenue station in my hometown of Villa Park, Ill., 20 miles west of Chicago, we stepped aboard the blue-and-gray electric cars of the Chicago Aurora & Elgin—the "Roarin' Elgin" to us. I was excited and more than a bit terrified.

The station had a drugstore in front and a waiting room in back. We bought our tickets from the pharmacist behind his lofty counter, complete with the traditional colored apothecary bottles, and stepped up to the waiting room. I remember the dark wood round-top doors and the big windows facing the track. Outside was the concrete platform and two tracks, each with a third rail, separated down the middle by a wooden fence. I have a vague memory of a tall watchman's tower across the tracks.

Socially, things were quite different then. Everyone dressed up to ride the train. Men wore suits and hats; there were few women or children aboard. Our neighbor, who worked in a factory, put on a three-piece suit for his daily commute and coveralls when he got to work. Mother hushed me after we climbed aboard, and I noticed that nobody talked or looked out the window. Instead, everyone sat in silence reading his scientifically folded morning paper. To a small boy, it seemed oppressive.

Once I remember asking Mom why we heard a thumping sound. A man nearby broke the usual silence and vol-

unteered that our car had a flat tire. I didn't believe him. It was, of course, the air compressor.

I remember the cars swaying side-to-side and how you could see the cars ahead through the end windows, swaying differently. I also wondered how people could ignore the ever-changing sights out the window; I still can't.

This was a shopping trip, during or just after World War II when, once or twice a year, Mom would go to the Loop to shop. We usually transferred to the "L" and rode around to the huge Marshall Field department store. Sometimes we stopped off to visit my father

One of the very last CA&E passenger trains, a Central Electric Railfans' Association special, arrives at Villa Park on a rainy October 26, 1958.

at his office in the Morton Building.

Several years later, I was in North Western Station collecting railroad public timetables. There were timetables for all the steam roads in Chicago, but none for the three major electric interurban lines: CA&E, North Shore Line, and South Shore Line. I asked and was told that interurban timetables were never carried. Apparently there was still a lingering resentment by steam roads over the whole interurban enterprise.

Like the other electric lines, CA&E was a relative latecomer to Chicago. Service began in 1902 as the Aurora, Elgin & Chicago but didn't reach downtown until rights to operate over the Metropolitan West Side Elevated's line to Wells Street Terminal (then called 5th Avenue) were obtained in 1905.

CA&E formed a "funnel shape" with double track to Wheaton and single-track lines beyond to four Fox River cities. (A branch through West Chicago to Geneva, and later to St. Charles, was abandoned in 1937.) Its early nickname of "Sunset Lines," used in the logo and on cars, came from trains heading west from Chicago in the evening.

Also known as "the great third-rail"



GLEN BREWER



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CLASSIC TRAINS; Robert Wegner

By Glen Brewer

(it did employ overhead wire in yards, terminals, and in early street-running), CA&E was a high-speed interurban from the start, running trains at a mile-a-minute for 56 years. In 1925, it became part of the huge Insull interurban and utility empire, which lasted until 1932. In my youth, the name Samuel Insull was still much venerated in Chicago.

CA&E had an efficient operating pattern. There were locals and expresses, so you had to be careful which you boarded at Wells Street, or your train might streak right through Villa Park without stopping. The expresses would be separated at Wheaton to go on to Aurora, Elgin, and St. Charles (Batavia was a shuttle). Mom always made a point of looking for the steel cars when we caught our train; she knew they were safer in a collision. Many CA&E cars, right until the end of service, were first-generation wooden cars. The car fleet spanned 45 years of construction dates, the last group being 10 St. Louis Car "curved-side" coaches ordered in 1941 and delivered after the war in 1945.

Even in the '40's, those wooden cars were antiques. They creaked when in motion, and the lights would flicker as the car lost contact with the third rail at road crossings, but they were a credit to the cabinetmaker's art, inside and out.

Development of Villa Park, a late-comer among western suburbs, came largely due to the convenience of the "Roarin' Elgin." My parents settled there in 1928 partially because it offered two commuter lines to the Loop, CA&E and Chicago & North Western, tracks that were never far apart from Wheaton eastward. Father rode the C&NW because

its terminal was closer to his office.

The Wander Company, maker of the Ovaltine drink and Villa Park's only large industry, had also picked the town because it offered competing rail service (and good water). Its large brick complex was just east of Villa Avenue between the CA&E and Chicago Great Western, with spurs on both.

At home, I was constantly drilled never to go near CA&E's third rail. The right of way was fenced, but the third rail was easily accessible at every one of the many grade crossings. The only protection was something resembling a cattle guard and a small white sign with red letters reading "Danger Electric Current Keep Off Tracks."

Although our house was several blocks from the tracks, I remember the eerie flashes on stormy winter evenings caused by poor electrical contact owing to ice on the third rail. When we went shopping locally, at Villa Avenue or Ardmore Avenue, the trains were always a fascination. Long expresses roared by without stopping, and during rush hour, the crossing gates seemed to go up and down constantly. I could hear the bells and constant activity from our dentist's second-floor office on Ardmore.

In September 1953 came the serious threat of abandonment when the west side elevated structure to the Loop was razed for construction of what would become the Eisenhower Expressway. CA&E cars could not fit in the subway that formed the new route downtown, so a "temporary transfer" terminal was

The only train: Two of CA&E's six steeple-cabs switch Ovaltine after passenger service ceased.



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TWO PHOTOS, MERT LEET



A five-car train waits at Des Plaines Avenue in Forest Park (top) on the last day of 1955. In April 1957, curved-side car 456 leads a Wheaton Local at Wolf Road in Hillside; CGW is at the left.

built at Des Plaines Avenue in Forest Park. Just before the "L" came down, I remember seeing the destruction of surrounding buildings, which looked like a World War II photo of a bombed-out city.

CA&E never had much freight traffic, so despite its ridership zenith occurring in 1947, its shutdown was inevitable after the Forest Park transfer was established. Passengers deserted the line in droves for the more desirable single-seat service on parallel C&NW. Passenger-service suspension occurred, abruptly, at 12:15 p.m. on July 3, 1957, stranding hundreds of angry riders in Chicago.

I was seriously affected by the demise of the CA&E; I even wrote a letter to the governor. CA&E refurbished cars and planned a trial service resumption, but money ran out before the Des Plaines River bridge to the Forest Park transfer was put back in service.

During the final years, I wanted to record what I could. At first we had only a cheap camera, but I took a few shots at Ardmore. I remember the crew dropping off the evening newspapers when the train stopped. It was about that time that my father bought an early postwar Japanese camera. With it, I was able to photograph some late CA&E activity: a railfan special, a few freight moves (which lasted until June 10, 1959), cars in the Wheaton yard, buildings to the west, and scrapping.

The last days of freight operations were interesting. One day I watched as the crew switched the Ovaltine spur. Since only a few of the most senior employees were still working, it was a slow-motion affair, but there was no hurry.

I was standing on the Villa Avenue platform, camera in hand, when the very last CA&E train came through, the "clean-up" run to pick up all remaining freight cars, on June 17, 1959. I made several trips to the Wheaton shop to take pictures, and I scoured the line west of Villa Park for any interesting



GLEN BREWER

By this time a moot point, a little red-and-white sign hadn't been much to protect the innocent.

photo opportunities. It was a sad sight, and clearly an end to all hope, when, one day, I found most of the cars had been turned over, doused with gasoline, and burned for scrap-metal recovery.

Today, much of the CA&E right of way is the Illinois Prairie Path, a 55-mile recreation trail in Cook, DuPage, and Kane counties. Both Villa Park stations still exist, and the Villa Avenue station is the home of the Villa Park Historical Society Museum. Further, 18 of CA&E's interurban cars and one line car have been preserved [see "Second Section"]. I've enjoyed many train rides since 1957, but I'll never forget the "Roarin' Elgin," or its unfortunate (and I believe unnecessary) demise. ■

CA&E fact file

(comparative figures are for 1929 and 1956)

Route-miles: 66; 54

Locomotives: 9; 7

Passenger cars: 87; 89

Headquarters city: Wheaton, Ill.

Special interest groups: Shore Line Interurban Historical Society, P.O. Box 346, Chicago, IL 60690; Central Electric Railfans' Association, P.O. Box 503, Chicago, IL 60690; Chicago Aurora & Elgin Historical Info Site, www.midwest.railfan.net/CAE/caehome.htm.

Recommended reading: *The Great Third Rail*, edited by George Krambles (CERA, 1961).

Sources: *The Historical Guide to North American Railroads* (Kalmbach, 1999); DuPage County Historical Museum; Villa Park Historical Society Museum.

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- LT-68 GN - *Empire Builder* near Glacier Park, 1957
- LT-417 D&RG - Steam on Tennessee Pass, 1949
- LT-552 *California Zephyr* on Front Range, 1953
- LT-564 B&O - *Columbian* at Harpers Ferry, 1949
- LT-1512 SPNG - #9 4-6-0 near Owenyo, Calif., 1959
- LT-1529 GTW - #6322 4-8-4, 1960
- LT-1534 CSX - Restored C&O 4-8-4 #614, 1981
- LT-1611 SOU - *The Southern Crescent*, 1979
- LT-3373 VGN - #711 2-8-8-2, 1953
- LT-3556 B&O - *The Capitol Limited*, 1940
- LT-4081 SOU - *The Southerner* on display, 1941
- LT-4664 UP - *The Gold Coast* at Omaha, 1954
- LT-4770 WP - *California Zephyr* in snow, 1966
- LT-4843 WP - #257 2-8-8-2 on Kaddie Wye, 1939
- LT-4853 Fruit Growers Supply - #104 2-8-2, 1956
- LT-5267 SP - Cab-Forward #4217 4-8-8-2, 1945
- LT-5431 MP - Alco-GE FA-1 #312, 1948
- LT-5677 WP - Steam powered *Royal Gorge*, 1949
- LT-5901 D&RG - Freight in Bootlegger Canyon, 1967

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Ron Hatch

No school tomorrow

THE SNOW STARTED FALLING after lunch, and as the afternoon dragged on you watched out the classroom window as it started to pile up. After an eternity the final bell rang. You ran home, changed clothes, bundled up, grabbed your Flexible Flyer, and headed for your favorite hill. You figured you could get in maybe an hour's worth of sledding and get back home before dark (or Mom would tan your hide). You had a few good runs, but soon the snow was too deep for good sledding, so you've started for home a little early.

As you approach the county road crossing, you hear a distant horn . . . a train! So you wait. (Mom will understand if you get stopped by a train.) The horn grows louder and a yellow smudge of headlight becomes visible through the falling snow. The Griswold flasher blinks awake, the stop sign rotates around, and the chant of diesels intensifies. An F unit's bulldog nose becomes clearly visible just before it blasts through the snow berm created by the county snowplows.

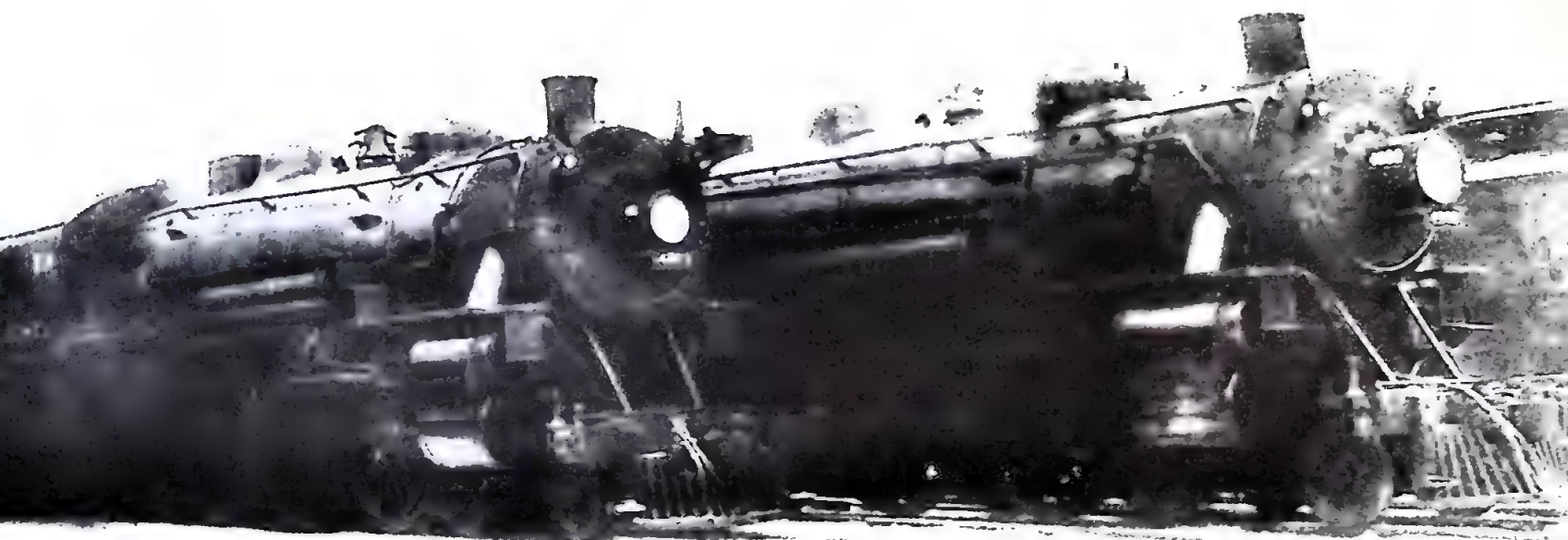
Ah, yes, the snowplows. The snow is coming down faster than the highway department can clear it. And you know what that means: No school tomorrow!

You'll have time. Time to sleep in. Time to watch cartoons. Time to go sledding, build snow forts, have snowball fights . . . and time to watch trains. For a 10-year-old railfan, life is good.—*Ron Hatch*



PAINTING BY RON HATCH

Powerfully demonstrating the *Century's* success, five sections of train 26 are ready to leave Chicago in 1924. Pacifics gave way to Hudsons in 1927.



TWO PHOTOS: NEW YORK CENTRAL

FOR NEARLY HALF OF ITS NAMESAKE ERA, New York Central's *20th Century Limited* exercised a uniquely pow-

flyer's New York terminus. Even in the train's final decade, after it had lost both premium clientele and extra-fare sta-

**100
YEARS**

**3 Great
Trains**



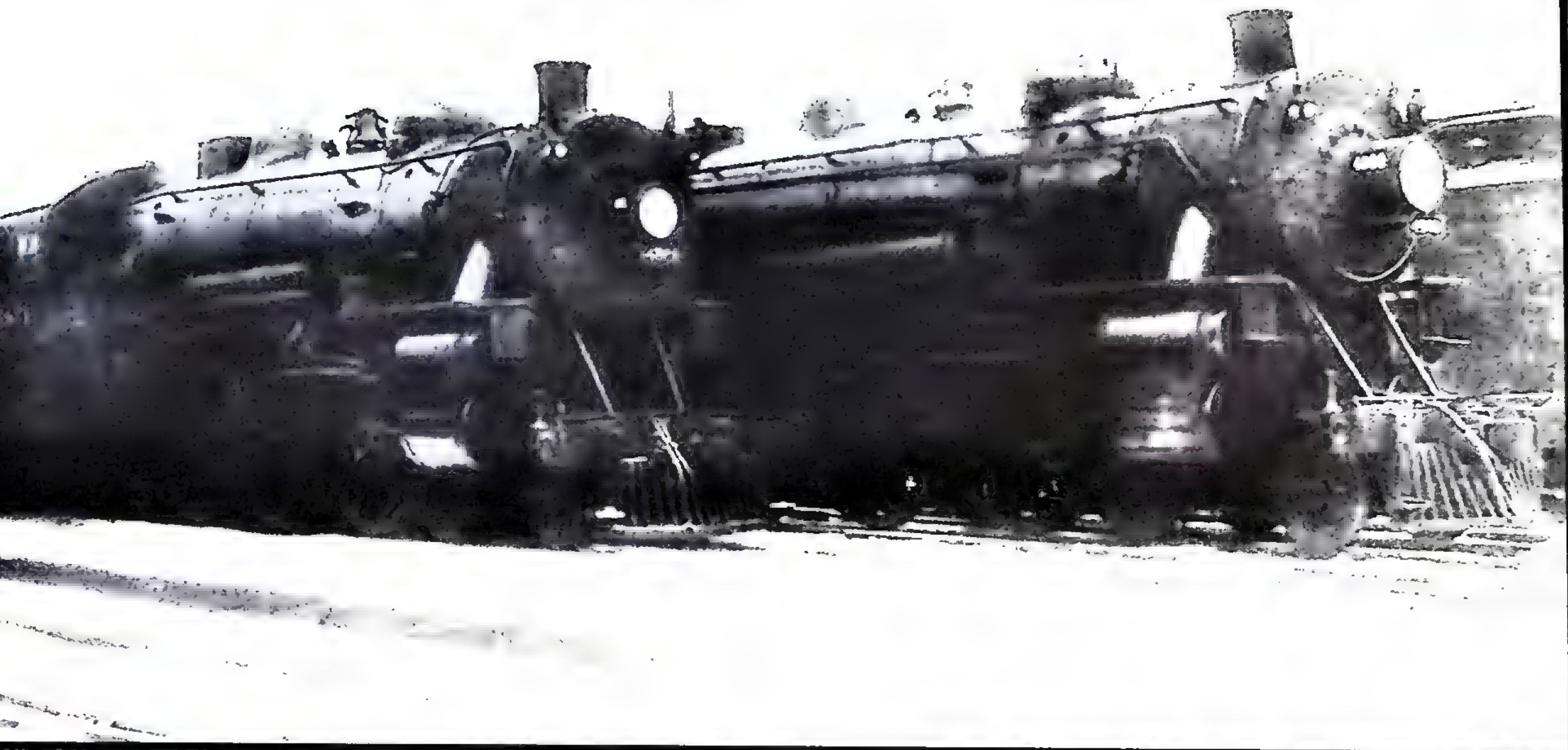
The 20TH CENTURY TRAIN,
EVERY DAY IN THE YEAR, BETWEEN
NEW YORK AND CHICAGO,
Via New York Central
and Lake Shore Railroads.
980 MILES IN 20 HOURS.
FASTEST LONG DISTANCE TRAIN IN THE WORLD.
Will be placed in service June 15th, 1902.
Leave Grand Central Station, New York, 2:45 Every Afternoon.
Arrive Grand Central Station, Chicago, 9:45 Next Morning.
Leave Grand Central Station, Chicago, 12:30 Noon.
Arrive Grand Central Station, New York, 9:30 Next Morning.
IT SAVES A DAY.

Marketing a national institution: **20th Century Limited**

Brilliant promotion in its early years helped establish
New York Central's flagship as the nation's greatest train

By Michael Zega • Illustrations from the author's collection

Powerfully demonstrating the *Century's* success, five sections of train 26 are ready to leave Chicago in 1924. Pacifics gave way to Hudsons in 1927.



TWO PHOTOS: NEW YORK CENTRAL

FOR NEARLY HALF OF ITS NAMESAKE ERA, New York Central's *20th Century Limited* exercised a uniquely powerful pull upon the popular imagination. Above all, the *Century*, as it became known early on, was a feat of marketing skill and ingenuity. Bold advertising claims and a consistent media presence were key to a strategy that created an allure based on exclusivity, reliability, and modernity. NYC sold the *Century* as an unmatched melding of speed and comfort, which it summed up in the Latin term *sui generis*, liberally translated by the railroad as "the only one of its kind."

Within a decade of the train's inauguration, Central's aggressive posture more than paid off—ads declared it among the world's wonders, both ancient and modern, and few thought to disagree. By the advent of its 25th anniversary, the *Century* thrived in reflected glory. *Time* magazine extolled the "flawless operation" of the train that "was named after the fresh, human division of Time that had just begun." *Vanity Fair's* editors, the era's arbiters of style and achievement, measured their standing in proximity to the

flyer's New York terminus. Even in the train's final decade, after it had lost both premium clientele and extra-fare status, motion-picture director Alfred Hitchcock incorporated its dinnertime service traditions into the plot of *North By Northwest*. One hundred years after the train's inauguration, it is appropriate to revisit the beginnings of the *Century* name and legacy.

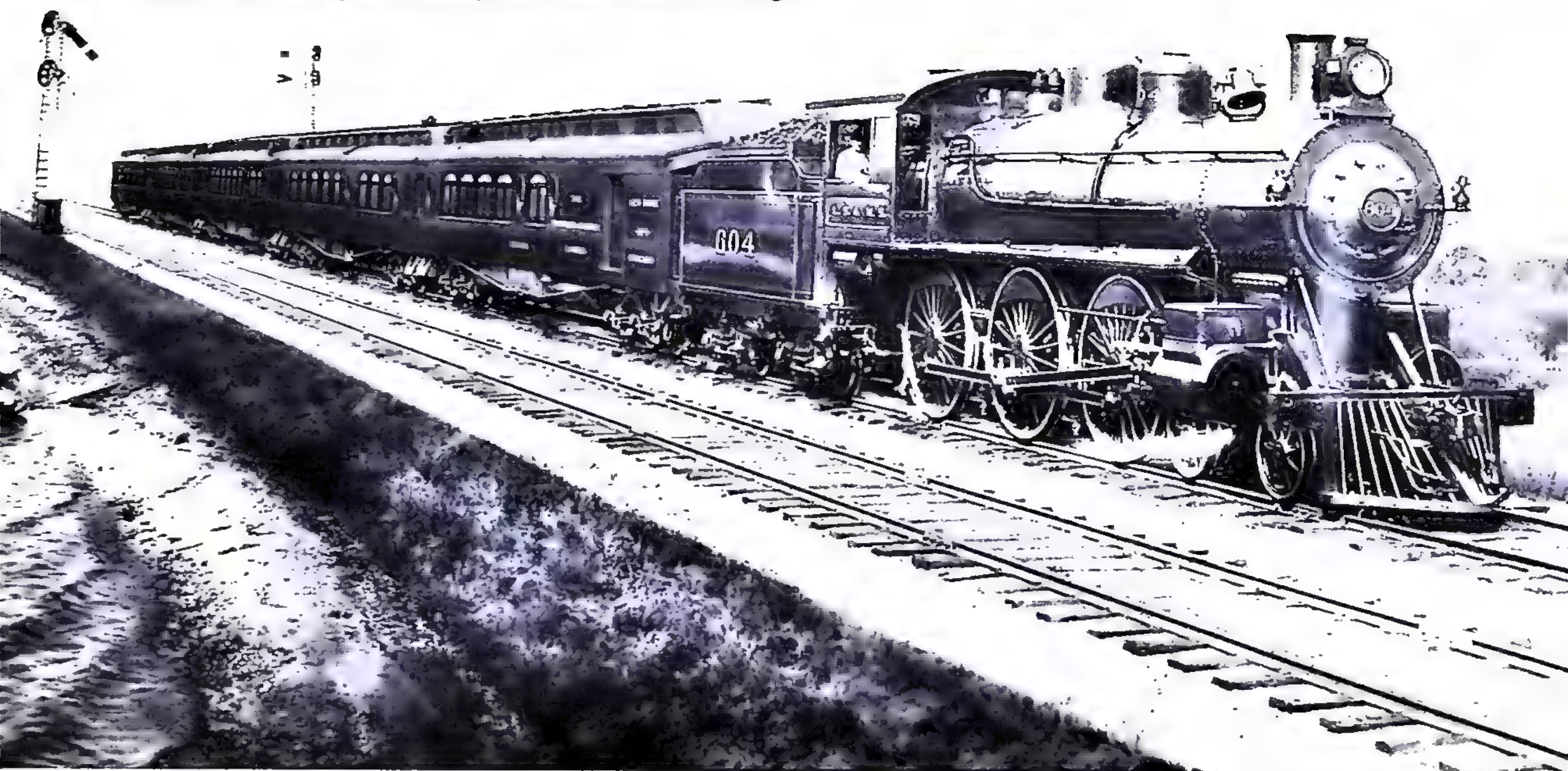


George Henry Daniels

The story begins with George Henry Daniels (1842-1908), Central's longtime general passenger agent, and his selection of a name. Contrary to myth, Daniels was neither a seller of patent medicine nor a P. T. Barnum-like publicist; instead, he made his name managing the unwieldy affairs of railroad traffic associations, or pools, thereby acquiring a matchless command of competitive detail. When he signed on with Central in 1889, in short order he built a reputation as an advertising pioneer, coining the

name *Empire State Express* and making it known as "the most famous train in the world." Consistently counted among the leading orators of his day, Daniels so excelled at shaping public opinion that he was known as "the Dean" in

In a photo purported to be of the *Century's* first run, a 4-6-0 of NYC's Lake Shore & Michigan Southern is in charge. Though crudely retouched onto this print, the semaphores correctly show LS&MS's left-hand running.



CLASSIC TRAINS COLLECTION

professional circles long before the events of 1902.

Daniels' choice of a name proved remarkably prescient, but it was not the first use of the "Century" moniker. In 1898, Chicago & North Western advertised its newly electric-lighted *North-Western Limited* as a "20th Century Train." That same year *The Inland Printer* ran an illustration of a circular for the *Century Flyer*, "The South Jersey Railroad's famous 100-minute train [from Camden, N.J.] to Cape May." Closer to home, a Pennsylvania Railroad notice in the *New York Times* of December 2, 1901, headlined: "Twentieth Century Ingenuity . . . is constantly at work to keep the *Pennsylvania Limited* as near the point of perfection as possible . . ."

Indeed, very much like its name, the Central's new flyer itself was born of circumstance and a meeting of minds. NYC management had debated the introduction of a fast New York-Chicago train for years. But President Samuel R. Callaway, who abruptly resigned in June 1901, opposed such trains. His successor, William H. Newman, shared Daniels' appreciation of high-profile promotional ventures.

By early 1902, the booming economy had filled NYC's flagship *Lake Shore Limited* (plus two additional flyers) well past capacity. The two men agreed: Although the competitive arena was rife with uncertainty, it was time to make a move.

Daniels himself announced the new flyer's name on June 3, 1902: "It will be called the *Twentieth Century Train*." The Pennsylvania countered with its own new premium New York-

Chicago train, the *Pennsylvania Special*, a prosaic name that, thanks to its similarity to *Pennsylvania Limited*, was to prove problematic from the start. Both trains would dash between the nation's two greatest cities in 20 hours. Then, on June 9, Daniels telegraphed a last-minute revision: "Am advised that name of 20-hour train has been changed to *The 20th Century Limited*. Please have advertising changed accordingly."

The new trains of the two Eastern titans entered service on the same day: June 15, 1902.

High-speed sensations

The 20-hour trains attracted vast amounts of publicity and nationwide editorial encouragement, cutting the need for all but the most basic advertising. Daniels' pre-inauguration strategy emphasized Central's unparalleled experience in running fast trains, citing the *Empire State Express* (on which 4-4-0 No. 999 hit 112 mph) and 1893's *Exposition Flyer* (the first New York-Chicago 20-hour train). The *Century's* first run proved him out: newspaper stories contrasted its smooth, stately pace to the *Pennsylvania Special's* race to make up lost time. Rolling east aboard the inaugural *Century*, the *Chicago Inter-ocean's* reporter confirmed Daniels' assertion that practice makes perfect: "The wheels caressed the rails with a touch of velvet; on curves the sway was gentle as the roll of a yacht on a mild sea." At New York's Grand Central Station the next morning, Daniels met his daughter Harriet, who had hosted

"The Busy Man's Train."

Appropriate in its Name,

Appropriate in its Route,

Appropriate in its Character==

"THE 20th CENTURY LIMITED."

This is *The* century of all the ages.

The New York Central's 20-hour train between New York and Chicago (the two great commercial centers of America) is *The* train of the century, and is appropriately named

"THE 20th CENTURY LIMITED."

A copy of the "Four-Track News," containing a picture of "The 20th Century Limited," and a deal of useful information regarding places to visit, modes of travel, etc., will be sent free, post paid, on receipt of five cents, by George H. Daniels, General Passenger Agent, New York Central, Grand Central Station, New York.

Like a shot out of a gun

LIKE A SHOT OUT OF A GUN goes the "20th Century Limited" on the new eighteen-hour schedule between Chicago and New York. The magnificent speed performance of these trains may readily be likened to one of those huge projectiles shot out of the giant guns of modern times.

To the business man this service means a greater saving of time, and that to all intents he is no more out of touch with his business interests than though he had simply left his office for home.

Starting in either city from stations located in the very heart of the business district, the hours of departure from and arrival at both Chicago and New York are adjusted so as to afford an entire day for business before departure and an arrival in either city at a correct hour for the following day's business.

These trains represent the highest development of perfection in elegance and convenience of appointments and although covering distance at a sustained speed of about 60 miles per hour, the well-known excellence of the Lake Shore's physical condition assures perfect comfort to the traveler.

CHICAGO
and
NEW YORK

"Twentieth
Century Limited"

Lake Shore
New York Central

18 Hour Service

CENTRAL TIME Lv Chicago, daily 12:01 pm	EASTERN TIME Lv New York, daily 1:01 pm
EASTERN TIME Ar New York, daily 9:00 am	CENTRAL TIME Ar Chicago, daily 8:00 am

Most comfortable fast
service route in America

C. E. DALY, Passenger Traffic Manager
Chicago, Ill.
A. J. SMITH, General Passenger Agent
Cleveland, O.

George Daniels' "appropriate" theme was among the Century's early advertising successes. Likenesses of Chicago's La Salle Street Station and New York's old Grand Central Station adorned an ad keyed to the train's speed.

the trip. Upon alighting, she quipped to the press that the trip had not been the "breathless ride" her father had promised—indeed, she thought the pace was too slow.

From the first, both lines' advertisements sold the 20-hour schedule's time-saving benefit. Daniels introduced the "Saves A Day" slogan, ultimately one of its most effective sales claims. As *Time* explained years later, the 20-hour schedule "made it possible for a businessman in either city to snap on his cuffs around lunch time, entrain, and be dictating or telephoning in the other city by a bright 10 o'clock the next morning." By contrast, all other New York-Chicago trains of 1902 cost virtually an entire day's business hours. In the first months, *Century* ads skipped illustration and ran almost exclusively in newspapers, only expanding to magazines as winter neared.

Daniels sold the *Century* as the latest in a series of innovative, customer-friendly services introduced over the prior decade. Led by the *Empire State Express*, Central's product line also featured *The Four-Track News*, a popular monthly of "travel and education," introduced in 1901, and Grand Central, long-promoted as the only station on Manhattan Island. With the addition of the *Century*, he dubbed them the four aces, "Our Leading Cards."

As summer passed, Daniels' wager on promoting Central's attributes of reliability and natural advantage began to show results. Throughout the summer of 1902, Central's flyer averaged 35 New York-Chicago passengers per trip, while the

PRR, constrained by mountains and a Hudson River ferry crossing, managed barely a dozen. The disparity so concerned PRR President A. J. Cassatt that he called on his managers to account, but they counseled that improvement was unlikely. Then, in November, Daniels found his most enduring and powerful theme in one word: "appropriate." Ads bearing the simple copy—"The 20th Century Limited: Appropriate in its Name; Appropriate in its Route; Appropriate in its Character"—filled national magazines. In response, PRR featured a halftone of a locomotive fireman shoveling coal, headlined "How the Speed is Made." PRR's photograph illustrated the competitors' contrasting cultures—Central was the showman; Pennsy, the engineer.

Faced with a difficult and unprofitable operation, PRR decided to drop the *Special* as of February 1, 1903. An elated Central spokesman declared in response: "[The *Century*] will probably be a permanent institution."

Daniels promoted Central's newfound advantage by increasing advertising, following his prime rule: advertise consistently in schedule and theme. *Century* ads now evidenced a more aggressive posture, with the headline "If In Haste Take The New York Central" filling the pages of *Harper's Weekly*



The great achievement of Daniels' heirs was building the *Century's* mass appeal. The 1912 observation of ad man A. Rowden King best summed it up: "Almost everyone who travels . . . would like to have you believe he just got in town on the *20th Century Limited*." King attributed the *Century's* success to "continuous and systematic advertising." From the beginning, Central had positioned its flyer as a businessman's staple, as necessary as breakfast cereal or soap. PRR, meanwhile, spent more on advertising but did so intermittently and without a consistent theme: "The big difference between the [two trains]



The Century— the world's most famous train

The Twentieth Century Limited, when it inaugurated the 20-hour service between New York and Chicago, brought the two greatest markets of the country within overnight reach of each other. This saving of a business day has been of incalculable value to industry, commerce and finance.

With ceaseless regularity this world-famous train—for more than 7,000 nights—has been making its scheduled flight between the port of New York and the head of Lake Michigan over the water level route of the New York Central Lines.

Travelers whose business takes them frequently back and forth between Chicago and New York

habitually use the "Century" because of its deserved reputation as the most comfortable long-distance, fast train in the world.

The equipment of the "Century" is maintained at the highest standard; its appointments, conveniences and cuisine are planned to meet the desires of the most exacting travelers; it lands its passengers in the heart of Chicago and New York.



New York - Chicago
20-hour service

"Century" Westbound
New York 2:45 p.m.
Chicago 9:15 a.m.

"Century" Eastbound
Chicago 12:10 p.m.
New York 7:40 a.m.

The Twentieth Century Limited is the pride of the employees who operate it and guard it night after night, and it is the standard bearer of a service known the world over as the highest development of railroad transportation.

NEW YORK CENTRAL LINES

BOSTON & ALBANY - MICHIGAN CENTRAL - BIG FOUR - LAKE ERIE & WESTERN
KANAWHA & MICHIGAN - TOLEDO & OHIO CENTRAL - PITTSBURGH & LAKE ERIE
NEW YORK CENTRAL AND SUBSIDIARY LINES

• LIFE •

A World Wonder

One of the famous and acknowledged wonders of the world today is the great overnight train

20th Century Limited

All-Steel Train

Lv. New York 4.00 p.m. Lv. Chicago 2.30 p.m.
Lv. Boston 1.30 p.m. Ar. Boston 11.50 a.m.
Ar. Chicago 8.55 a.m. Ar. New York 9.25 a.m.

It affords every comfort known to modern travel, and saves a business day. From Grand Central Terminal every day in the year via

New York Central Lines

Sleeping-Car Accommodations

is the fact that the first is now an American institution," King contended, "while the second is a golden opportunity of great potentiality as yet undeveloped." King sealed his point by quoting a survey in which a Chicago newspaper asked for the name of the world's most famous train; 23,750 of 25,000 respondents answered, "20th Century Limited."

Advertisements promoting the Century's 10th anniversary boldly proclaimed the flyer as an integral part in the business life of the nation's two great commercial centers. Headlines named the Century the "Ideal Train," "Best Train Service on Earth," "99% Perfect," and "The Key to the Industrial Life of New York and Chicago." Conversely PRR's claims were exceedingly cautious: One dubbed its Special "A Real Train"; another cited it as merely "An Important Commercial Factor." And, again, Central's claims proved out in the ridership numbers—the Century carried two to three times the passengers as its competitor.

Amid these successes, however, technological improvements introduced to increase the flyers' safety and reliability also produced an unforeseen impact. New all-steel cars and heavier locomotives produced forces that snapped brittle rails, inviting doubts about the 18-hour schedule's safety. In November 1912, both railroads returned to a 20-hour timing. PRR took the opportunity to address a perennial source of confusion, renaming its train *Broadway Limited*; Central, meanwhile, sold the more relaxed pace as an opportunity for

Century advertisements from (left to right) 1911, 1903, 1921, and 1910 emphasized the train's service quality, speed, and worldwide fame.

discriminating luncheon aboard its diners.

As the 1910's progressed, the Century's growing prominence also secured the advantage of premium advertising placement. Its bi-monthly national newspaper ad increasingly ran adjacent to that of the Santa Fe's *California Limited*, or ATSF's winter-season *de Luxe*. By contrast, heavily advertised competitors—the *Broadway* as well as the transcontinental *Golden State* and *Overland*—received standard run-of-press handling. As the specter of war loomed, Central advertised its flyer as a necessary public service. And few were surprised that the Century, but not the *Broadway*, survived the U.S. Railway Administration's World War I tenure. Even so, Century ads (along with all other railroad promotion) were discontinued in late 1917, not to resume until October 1921.

With the onset of the 1920's, Century ad copy increasingly set the standard to which others were compared. The new decade also brought change in the form of a standard illustration and slogan. Now a charging locomotive and train sped across the page above a bold copyline: "The Century—the world's most famous train." As the years passed, the Century "carried more passengers . . . than were booked first cabin on all the ships that crossed the Atlantic," and, in a bit of a stretch, the *Graf Zeppelin* flew "As smoothly as the Century."

NEW 20TH CENTURY LIMITED

Sensational new air-conditioned streamlined train brings hitherto unknown comforts for New York-Chicago travelers, starting June 15th!

CLEAR THE TRACKS for a stirring new chapter in American travel! On June 15th comes the new, streamlined 20th Century Limited—thrillingly new, from headlight to observation lounge.

On its 36th anniversary America's most distinguished train, in its new, sleek, streamlined beauty, presents many features heretofore unknown in travel of any kind.

Every accommodation in this epoch-making train, built by the Pullman-Standard Car Manufacturing Company, will be an individually air-conditioned private room, with complete toilet facilities and clothes locker, air conditioned with individual temperature and ventilation control, and a really home-like bed. There are new-style compartments, bedrooms, drawing rooms and roomettes—America's first all-room train!

The roomy, air-conditioned dining, bar lounge and observation cars, exterior of locomotive and many new features of the train are designed by Henry Dreyfuss, one of America's foremost industrial designers.

As the new "Century" speeds its way between New York and Chicago—faster than ever before—you are undisturbed by motion or noise of travel, so carefully has this great super-streamlined train been designed and engineered. The new 20th Century Limited, over the famous Water Level Route is built to give you the smoothest, safest ride in America!

NEW YORK—CHICAGO 16 HOURS
Beginning June 15th
Lv. New York 8:00 P.M. Ar. Chicago 9:00 A.M.
Lv. Chicago 4:00 P.M. Ar. New York 9:00 A.M.
Daylight Saving Time

THE WATER LEVEL ROUTE
YOU CAN SLEEP!

NEW YORK CENTRAL SYSTEM **MORE THAN EVER—IT PAYS TO RIDE THE CENTURY**

Never before a dining car like this! A new-to-be forgotten restaurant—a careful combination of gaiety and dignity where passengers will enjoy the art of famous Century chefs.

The new Century bar lounge is spacious, casual, home-like and air conditioned. Its large windows provide daylight cheerfulness, while at night its unique lighting system gives the illusion of daylight.

The new "Century" roomette offers privacy and room to spare around before retiring. It costs no more than a seat!

When you are ready to retire you merely lower the bed from the wall. Air and temperature and ventilation at your desire.

The new "20th Century" private drawing room is a spacious living room by day, with full private toilet facilities.

But no matter what the message, the two elements, charging locomotive and "The Century" slogan, remained unchanged.

"The appeal to human emotions is just as plain in selling the 20th Century Limited as in selling Palmolive or Lucky Strikes," declared NYC ad agency Lord & Thomas and Logan in 1928. Perhaps longtime director and former President Chauncey M. Depew best understood the connection; it was his inspiration that produced the train's famed red-carpet tradition, which debuted in observance of its "grown-up" 21st birthday.

Indeed, the 1920's marked the apex of the Century's advertising success. Undeniably a substantial portion of Central's business was due to the natural advantage of its Water Level Route. But a good deal also came from the line's astute maintenance of the 20th Century image. As the years passed, Central's assertions increasingly became fact. In 1922 *The Wall Street Journal* reported that the Century had won "undreamed-of success": it now grossed upwards of \$6 million a year and carried four times as many passengers as the *Broadway*. Two years later, *Baron's* pegged its earnings at \$7.5 million, noting that "four-fifths of the railroads in the country do not enjoy earnings so large." That put the Century on a par with the entire passenger operations of Seaboard Air Line, Chesapeake & Ohio, or Wabash. Beginning in 1925, the train consistently grossed more than \$10 million annually, accounting for 10 to 12 percent of Central's passenger revenues!

By the Century's 25th anniversary, journalists competed to

burnish its reputation. The *New Yorker*, resolutely partial to the Century's progress down the years, observed that out of all the limiteds serving the city, only it and the *Broadway* seemed "to possess that peculiar swank which compels the patronage of genuinely fastidious travellers—ladies who entertain at bridge while travelling, gentlemen who conduct big business while Pullmanized."

Henry Luce's new weekly, *Time*, marked the anniversary with a cover story titled "The Century." The train's combination of the newest equipment handled by the most senior crews, wrote the reporter, made good on its boast of "most famous . . . in the annals of railroading." The article continued: "Like a smooth serpent, the long steel caravan slides over the rails with a heavy murmur that is broken only by oily sounds as soft and satisfying as the solid *clock* of a custom-made limousine's door as it shuts." By 1927 the Century was all about demeanor; George Daniels couldn't have asked for more.

But it was Christopher Morley, whom Central often quoted in its ads, who waxed most reverent: "And as you walk by that long perspective of windows, you are aware that they are not just a string of ten Pullman cars. They are fused by something even subtler than that liaison of airy pressure that holds them safe. They are merged into personality, become a creature loved, honored, and obeyed."

Even the Century, though, couldn't outrun the Depression. When in November 1929, on occasion of the train's 10,000th

Half a Century of *THE CENTURY*

FOR FIFTY YEARS... "THE FAVORITE TRAIN OF FAMOUS PEOPLE."



WHO WAS WHO IN 1902. Many noted men and women of the day rode the original 20th Century Limited between New York and Chicago. They included William Jennings Bryan, Booth Tarkington, Theodore Roosevelt, Lillian Russell, J. P. Morgan, Jesse Seligman-Herish, "Uncle Joe" Cannon.

WHO WAS WHO IN '52. A paragraph is far too brief to call the roll of leaders in business, the professions and the arts who rule this flag-ship of New York Central's dreamline West. For, year in, year out, daily passenger lists, prepared by the Train Secretary on The Century, read like "Who's Who in America."



New York Central

The Water Level Route—You Can Sleep



1952



DON WOOD

trip, NYC bragged that "in 27 years [it] carried 3,080,000 passengers and grossed over \$100 million, running an average of three sections daily," it could not know that its flyer had reached its apex. By 1932, hard times forced Central to suspend all advertising. When it resumed in fall 1935, ads again sold comfort and speed as always. "It Pays to Ride the Century!" headlines declared, over portraits of prosperous patrons by photographer Edward Steichen.

Streamlining and decline

The landmark year of 1938 proved to be unexpectedly difficult for Central. The protracted economic decline dimmed the inauguration of Henry Dreyfuss' stylish new streamlined edition of the *Century*. Although heavily advertised, the new equipment did little to boost ridership, and the train grossed just a quarter of its of pre-Depression levels.

After World War II, NYC was faced with the prospect of daunting air competition but maintained its tradition of the finest in advertising illustration and typography. A 1950 magazine ad headlined "Unlimited Service" depicted a steward seating a female model dressed by Dior. "Sure as Sundown," the classic 1951 image of patrons making their way down Grand Central's red carpet, was directed and shot by fashion photographer John Rawlings. Female models in other ads wore gowns by Hollywood designer Adrian. Even 1952's golden anniversary maintained the grand manner: two sold-out

Heavy advertising for the 1938 *Century* did little to boost ridership. A 1952 ad mixed likenesses of turn-of-the-century personages with a classic red-carpet photo at Grand Central. By the early '60's, when a GCT gateman raised the train's time-worn sign, the *Century's* heyday was but a memory.

sections lined up beside a replica of 1902's brass-railed observation platform, occupied by likenesses of William Jennings Bryan, J. P. Morgan, Teddy Roosevelt, and Lillian Russell.

But advertising alone could not change the inevitable. In reporting the *Century's* 1958 downgrading, in which coaches were added for the first time, *Advertising Age* noted that in the year before, the train had carried 71,896 passengers. At first glance an impressive sum, this amounted to only 112 per trip—roughly that of a single section from the 1920's. NYC's ad agency, J. Walter Thompson, corroborated the decline, noting that the road had cut ad spending by half that same year, to \$1.1 million. Ironically, *Ad Age*, which termed itself "The Nation's Leading Marketing Weekly," deemed the *Century's* December 3, 1967, discontinuance unworthy of mention.

Perhaps most ironically, the Dreyfuss streamlined consists which we best remember today operated in the service for which they were intended for barely a decade. Wartime disruptions and the inroads of air travel caused their premature downgrading. In retrospect, the *20th Century Limited's* greatest years were those of the century's first three decades, a time of few limitations and great dreams. ■



100
YEARS
3 Great
Trains

The Broadway's

After decades as second-fiddle to the *20th Century*, Pennsy's top train hit it big in the post-World War II era

By Joe Welsh

HAD IT OPERATED in any other railroad market, it would have been the unquestioned leader. But between New York and Chicago the Pennsylvania Railroad's *Broadway Limited* lived most of its life in the shadow of New York Central's *20th Century Limited*. That is, until the 1950's, when the *Broadway* began to outdraw the *Century*, and a fateful day in April 1958 when the NYC threw in the towel, consolidating the all-first-class *Century* with a lesser run-



FRANK TATNALL

best years

ning mate. Finally, it was the *Broadway's* turn to shine.

The *Broadway* and the *Century* shared remarkably similar fates, largely a byproduct of the cut-throat competition which characterized their relationship. Introduced on the same day—June 15, 1902—as fast, all-Pullman trains, both flyers were re-equipped at regular intervals. (PRR trains 28 and 29 debuted on that 1902 date as the *Pennsylvania Special*, were suspended from February 1903 until June

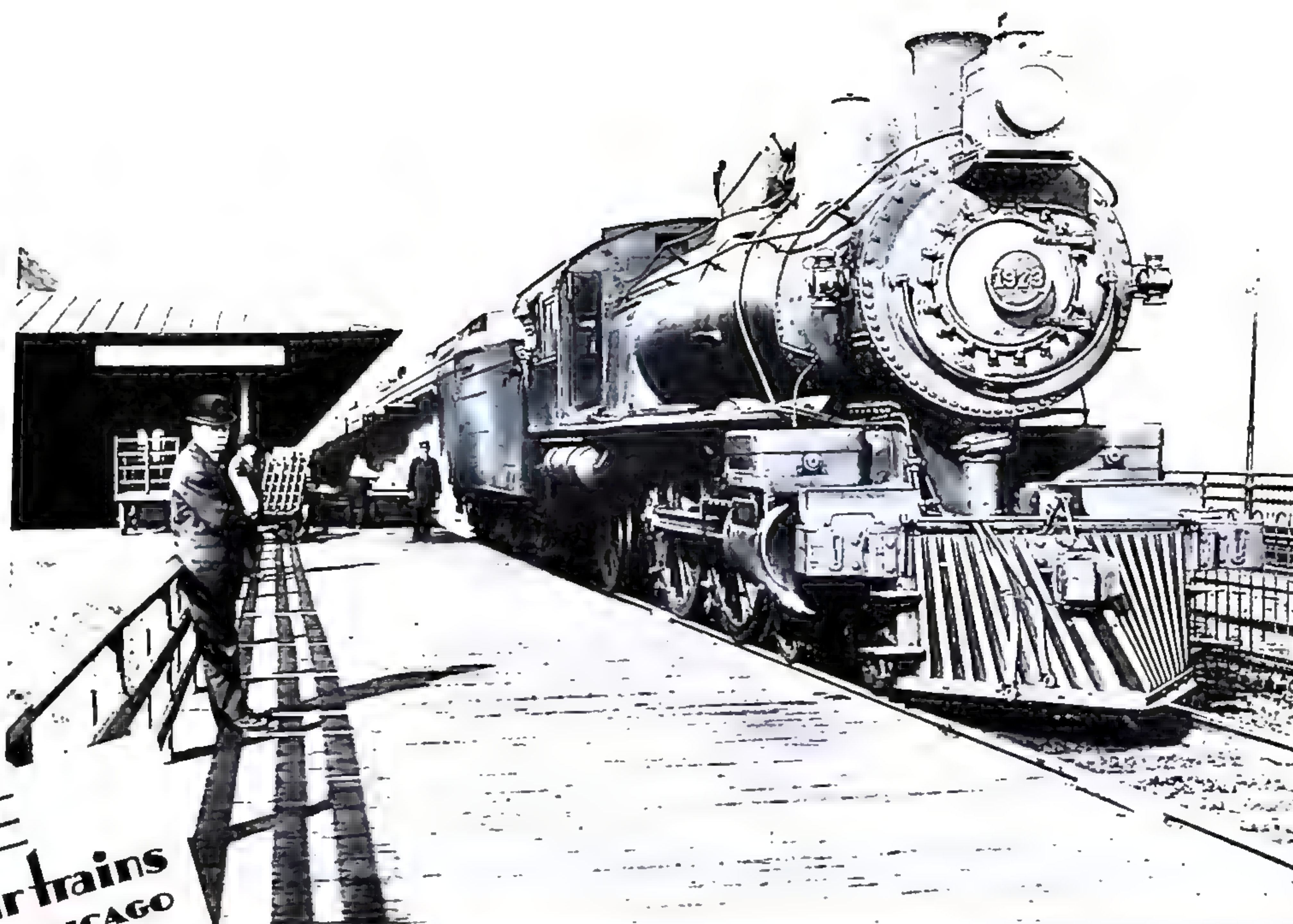
1905, and were renamed *Broadway Limited* in 1912.) When one's schedule was shortened, the other's also would be. But while the *Broadway* struggled, even in the flush times of the 1920's, the *Century* was building a reputation as one of the most successful passenger trains in the world. Between 1918 and 1930, the *Century* amassed more prestige and earnings than any other passenger train in history.

To combat the influence of the *Century*, which boasted a 20-

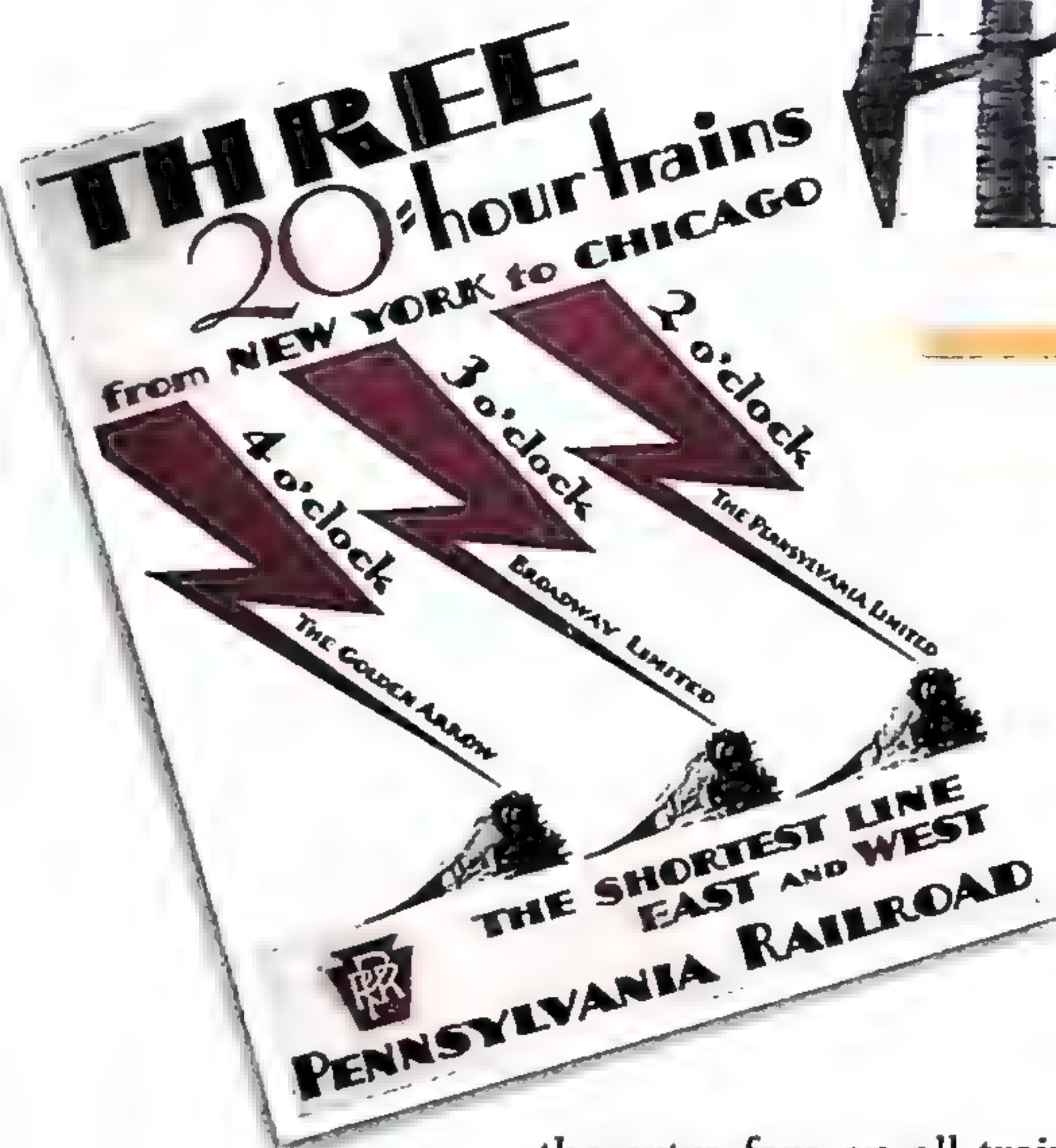
hour schedule, Pennsy established a fleet of three 20-hour trains (including the *Broadway*) in the New York-Chicago market in September 1929. Central followed suit, but the skirmish was soon overshadowed by the impacts of the Depression, which made extra-fare trains difficult to fill. In 1932, Central and Pennsy (now cooperating to reduce unnecessary competition in tough times) jointly reduced their average speeds to yield 21- to 24-hour schedules, and eliminated

At Haverford, 9 miles west of Philadelphia on the Main Line, GG1 4908 rolls the New York-bound *Broadway Limited* past an M.U. commuter train on August 28, 1961.

PRR train 28 stands at North Philadelphia in 1908, when it was still called the *Pennsylvania Special*. Ahead for E2 Atlantic 1973: a fast run up to Jersey City, where passengers boarded ferries for New York.



CLASSIC TRAINS COLLECTION



the extra fare on all trains . . . with the exceptions, of course, of the 18-hour *Broadway* and *Century*. The two flagships each carried a \$10 "service charge," the term "extra fare" being eliminated from the vocabulary as penny-wise practicality replaced the excesses of the 1920's.

In the difficult times of the Depression, the few who had the money to pay a service charge gave their business almost exclusively to the *Century*, and the *Broadway* withered. From 1932 to '36, the *Broadway's* revenue per train-mile dropped from an al-

ready depressing \$1.29 to \$1.10.

In April 1937, however, PRR struck back, with its most effective step yet to combat the influence of the *Century*, introducing the *General*—a no-extra-fare, coach-and-Pullman New York-Chicago train on a competitive 17-hour, 10-minute schedule. In the words of railroad executive and theorist John W. Barriger III, who tracked the change, "The effect of the 'General' was electric. It instantly gained high prestige and popularity which dug deeply into competitive patronage. . . . The 17 hour, 10 minute trains reduced the patronage of the 'Century' and 'Broadway' [now both 16-hour, 30-minute trains with a \$7.50 service charge] to such an extent that the 'Century' was soon running with few revenue passengers and the 'Broadway' with almost none."

The numbers told the story. The *General* earned roughly \$3.40 per train-mile in 1937 and \$3.20 in '38, making it one of the top money-makers in Pennsy's fleet. By contrast, in 1937 the

Broadway's revenue was a mere 97 cents per train-mile. By 1940, despite being re-equipped as a beautiful all-room streamliner two years earlier (on June 15, 1938, the same day the *Century* got new cars), the *Broadway* was earning a pitiful 75 cents per mile. Pennsy's flagship had hit rock bottom.

Barriger's better idea

Pennsy really had only two options. One was outright discontinuance, something the company discussed. PRR felt, however, that discontinuing the *Broadway* would cause a loss in prestige and business in excess of any saving to be gained. Barriger, a former Pennsy man, future railroad president, and bona fide operating genius, had a better idea. In a letter to PRR in 1937 referring to the *Broadway's* extra fare, he said, "The questionable return for this negligible addition to the gross revenues of the P.R.R. is that it operates its finest train at a direct loss. . . . Even more regret-

Broadway Limited

PENNSYLVANIA RAILROAD



SPEED AND SECURITY

ARTWORK AND BROCHURES, COLLECTION OF JOE WELSH

table, P.R.R. has erected a practical barrier against virtually all its New York to Chicago passengers enjoying its best train because other available schedules are so near the former's standard that the service charge is not justified. . . . Whether it was the conscious object of P.R.R. passenger strategy (as evidenced by the 'General') or not, it is the logic of it to eliminate the New York-Chicago extra fares . . ."

In spite of Barriger's wise advice, it took a war for PRR to make the right choice. On February 7, 1943, to attain maximum loading of equipment, the railroad discontinued the service charge on the *Broadway Limited*. It would never be reinstated.

The turnaround in the *Broadway's* revenues was dramatic. By July 1946, owing to war patronage, the revenue per train-mile of the Pennsy's whole east-west fleet had increased 217 percent since 1940. The *Broadway's* revenue had risen an amazing 525 percent, and the train was earning a healthy \$3.94 per mile.

PRR never looked back. NYC re-equipped the *Century* in September 1948 but continued to charge an extra fare. By March 1949 the *Broadway*, too, boasted a completely re-equipped train with modern accommodations. Included was a postwar version of the "Master Room," Pullman's largest and most lavish accommodation. While master rooms had been offered on the pre-war *Century*, they had been eliminated from the postwar version.

The *Broadway* may have offered more deluxe room accommodations than the *Century*, but some of the frills were missing. One of the interesting side-effects of eliminating the *Broadway's* extra fare was PRR's reduction in special services on the train. For example, when the train's postwar, mid-train "Harbor" series lounge cars were ordered, Pennsy was debating whether to reinstate the extra fare. Barber, bath, and train secretary facilities were included in the cars to provide deluxe service should the extra fare be brought back, but shortly

before the postwar train was inaugurated, PRR's board decided the new *Broadway* would remain a normal-fare train, so the barber, bath, and secretary space was never used. By 1956 the facilities were replaced with revenue bedrooms.

The lack of deluxe services didn't seem to affect the *Broadway's* patronage. Based on a review of the numbers and the correspondence of PRR Executive Vice President James Symes, there is every reason to believe the *Broadway* had eclipsed the *Century* in popularity by the early 1950's. A comparative ridership report for May 1954 shows the *Century* carried an average 119 passengers per trip; the *Broadway*, which had the advantage of serving two large East Coast markets (New York and Philadelphia), carried 140.

In 1953, Symes exhorted PRR's troops to better performance lest the *Century* try to steal the *Broadway's* passengers: "I happen to know from authentic sources that the New York Cen-

In a postcard made from a painting featured on PRR's 1925 and '26 calendars, a K4 Pacific steams across the Rockville Bridge near Harrisburg, Pa. Used to promote other PRR flyers as well, the image is labeled here for the train which took its name from the road's "broad way" of steel.

Attention to detail helped make the *Broadway* great in the 1950's. Here, PRR's Tom Murphy supervises the make-up of trains in Sunnyside, Pennsy's sprawling New York coachyard.



PRR PHOTO, HAGLEY MUSEUM & LIBRARY COLLECTION



tral are going 'all out' in attempting to re-establish the *Twentieth Century Limited* to its former position in the New York to Chicago service," he wrote. "The patronage of the *Broadway*, together with the favorable comment of the passengers (many of them very important ones) with respect to superior service and more comfortable ride as compared with the *Century*, is causing this improvement drive on

the part of New York Central."

Just how good was the *Broadway*? Listen to its passengers. E. I. du Pont Assistant Director J. W. Brown commented, "Recently (Spring 1956) I took the *Broadway* to Chicago and had plane reservations for the return trip to Philadelphia. The equipment, as usual, was of the best, and the ride was smooth going out, but the service of the train crew, particularly in the diner—the waiters and steward—was such that somehow they made you feel they were glad to have you aboard. Now, as far as I could tell, it was the same group of your employees I have traveled with in the past, but this time something happened—in any event, I was so impressed, I canceled the plane reservation and came back on the *Broadway*, and the trip back was just as nice as in the other direction."

In 1955 Samuel Felton, president of American Car & Foundry, highlighted the personal service of the *Broadway Limited's* crew: "My sleeping-car porter was exceptionally good. Some friends of ours—the Solidays of Philadelphia—lost a key, and the porter even took the trouble to deliver it to them at the Rock Island station some hours later. I know they were most appreciative. . . . As you know, I am traveling almost constantly and it seems to me that over the past years the service on the *Broadway* has come very close to reaching perfection."

Perfection came at a price. Running long-distance trains in the tough Eastern market was no place for the faint of heart. The flying time of the airliner was a small fraction of the running time of a passenger train—and to a businessman, the *Broadway's*

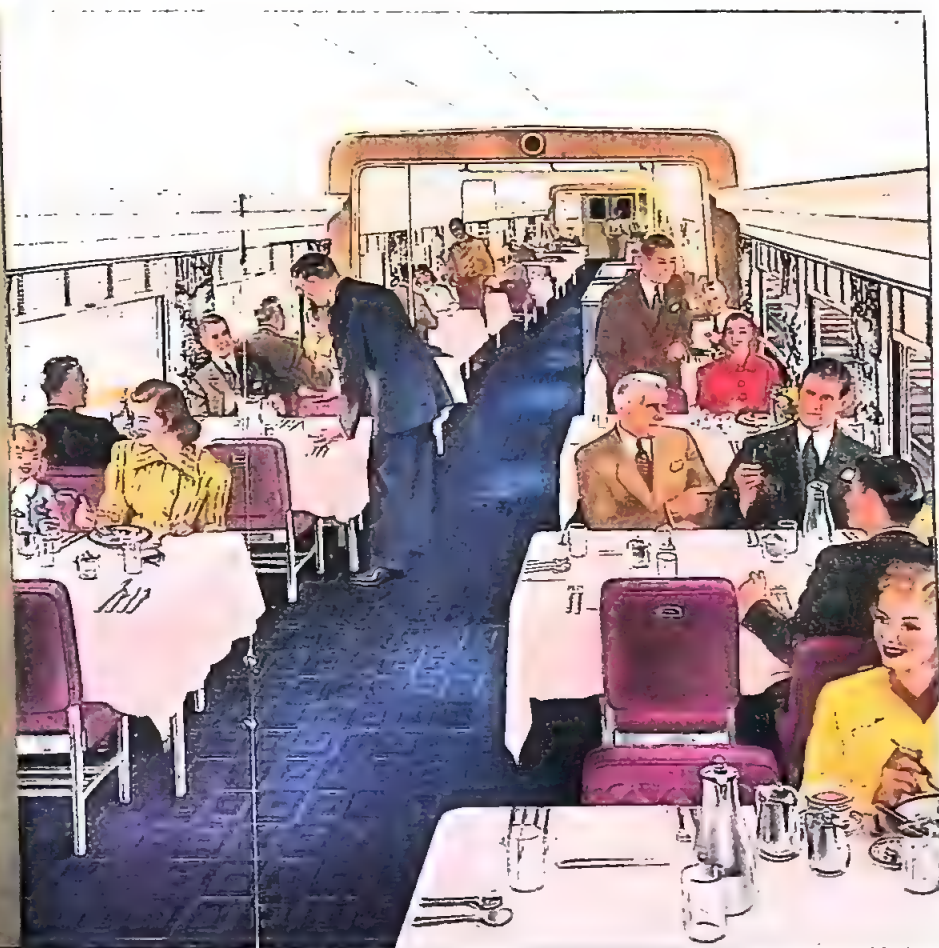
SO INVITING —

THE Master Dining Car

You'll detect it the moment you enter... sense its significance when the steward greets you. New beauty... new spaciousness... the *Broadway Limited's* traditional high standard of courteous, meticulous service... the festive experience of dining out and the anticipation of delicious food—served you by carefully trained personnel. Pastel-shaded linens, gleaming silverware, the soft harmony of color and charm, the diversified menu—there's a new treat in dining awaiting you here!



Fine foods are prepared in the *Broadway Limited's* modern stainless steel kitchen—located in an adjoining car.



main customer, time was money. As operating costs rose and revenues dropped, Pennsy had been suffering huge passenger deficits for years and worked feverishly to eliminate unprofitable trains. By 1956, even the *Broadway* began feeling the pinch. Records for February '56, one of the train's busiest months, indicated that on a fully allocated basis the eastbound *Broadway* ran at a deficit. The combined east- and westbound train earned a slim net profit of about \$11,000.

Cutbacks and bragging

The same problems that affected the *Broadway* hit the *Century* even harder. In the mid-1950's, Central was operating three top trains in the New York-Chicago market and still charging an extra fare on the all-Pullman *Century*. First to go was the deluxe, all-coach *Pacemaker*,

whose coaches were incorporated into the formerly all-Pullman *Commodore Vanderbilt*. Then from August 4 to September 3, 1957, the *Century* and the *Commodore Vanderbilt* were temporarily combined; on April 27, 1958, the combination became permanent. Essentially the *Commodore* was discontinued as its name and train numbers disappeared from the timcard. So did the *Century's* extra fare and its distinctive "Century Club" lounge with barber and train secretary. Now the *Century* carried coaches. The change left the *Broadway* as the only all-Pullman train in the New York-Chicago market.

PRR responded immediately with a campaign entitled "Let's Brag About the *Broadway*," designed to steal the *Century's* passengers. Ticket clerks and sales reps went into high gear. Cars were touched up, maintenance

intensified, an extra sleeper added to the consist, dining-car fare improved, and PRR and Pullman employees made a special effort at courtesy. The all-room *Broadway* remained a beautiful operation despite the chaos and catastrophe which befell its rivals and running mates. Its Tuscan red cars gleamed a little brighter, its staff, at ease in dealing with the great names of the country, exuded an air of friendly competence. There were still flowers on the dining-car tables and waiters in formal white jackets standing at attention as you arrived. Pullman porters remembered your name, brought you coffee and room service when you wanted it, and slipped a memo under your door each morning with the printed weather forecast for your destination—just in case you were wondering how to dress.

At least temporarily, the effort

In a brochure produced to showcase the *Broadway's* 1949 rolling stock—the last new cars it would receive—passengers enjoy a meal aboard the twin-unit diner.



J. W. SWANBERG PHOTO; COLLECTION OF JOE WELSH

On November 19, 1966—just over a year before the *Broadway's* discontinuance—a lone businessman occupies observation-lounge car *Mountain View*.

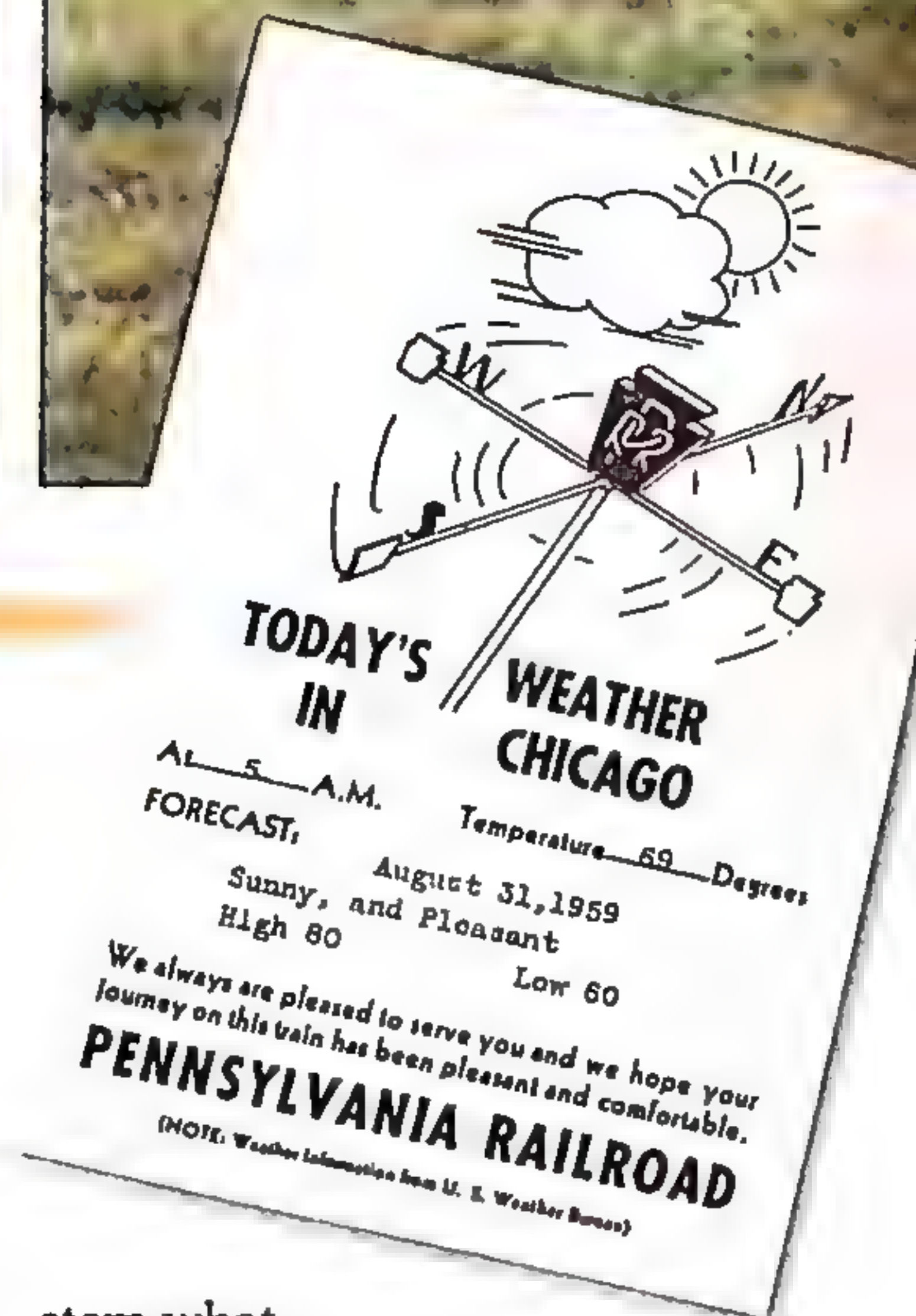
reversed a downward trend in *Broadway* ridership. According to Pennsy's General Manager of Passenger Sales Earle Comer, "In June 1958, we halted the steady decline in *Broadway* patronage. . . . In the first 12 months of our campaign, the *Broadway* carried 13,000 more passengers than in the previous 12 months." Much of the extra business came from former *Century* patrons who transferred their allegiance to the *Broadway*. One of them was Lucius Beebe, noted author and devoted *Century* man, who said of the *Broadway*, "I personally think it is one of the great trains of all time."

But the ridership trend didn't reverse permanently. In 1958 the airlines introduced the jet airliner, and getting there by air got a lot easier. By 1961 the *Broadway* was earning less than it did in 1956 and costing more to operate. That same year, Symes, now PRR's president, initiated studies

to determine how to combine the *Broadway* with the *General*. Pennsy's goal was the complete elimination of the long-distance passenger train. To put it another way, even the all-Pullman *Broadway*, PRR's flagship train, was expendable.

Pennsy anticipated eliminating the *Broadway Limited* on October 25, 1964, using a state-by-state approach. Employing a similar tactic, it also sought the discontinuance of its only other all-Pullman train, Nos. 60 and 61, the *Pittsburgher* between New York and Pittsburgh. Essentially the *Pittsburgher's* death saved the *Broadway*. The Pennsylvania Public Utility Commission granted the PRR permission to eliminate 60 and 61, but admonished the railroad not to try the tactics it had used too often. The railroad backed down, and for a time the *Broadway* was safe.

While biding its time with the *Broadway*, PRR attempted to



stem what had once again become a serious decline in ridership. The Pennsy initiated an ad campaign for the train in November 1965 designed to re-educate passengers on the advantages of a great name train while poking fun at the airlines. The ads ran in major magazines and newspapers such as *Time* and *The Wall Street Journal*. The railroad even targeted businessmen's wives by placing a series of ads in *Good Housekeeping*. The clever copy drew positive letters from the public, and the *New York Times* even ran a story about the cam-



ANDREW SPIEKER

paign. But the ads didn't help the *Broadway*. At the start of the effort, the *Broadway* was averaging 70 passengers each direction; one year later it was carrying 54.

Endgame

By spring 1966 PRR was again plotting the consolidation of the *General* and the *Broadway*. Further, the railroad—unwilling to pay operating fees to the Pullman Company any longer—took over operation of local-line sleeping cars effective August 1, 1967 (interline cars remained with Pullman). This ended a 65-year relationship between the *Broadway Limited* and Pullman. That same season, the *Broadway* also lost its Railway Post Office car.

Once again the railroad's accountants sharpened their pencils and got to work defining just why the PRR should be allowed to discontinue the best train in the nation. It turned out, though, that even in 1967 on a direct-cost

basis, the all-room *Broadway* was making a net profit of \$144,000 annually. Of course, using the fully allocated cost logic, operating a passenger train required a host of supporting staff and facilities known as indirect costs which, when added to the equation, completely eliminated the profits. Pennsy argued that by combining the *Broadway* and the *General*, it would save \$1.4 million annually. Permission was granted to discontinue trains 28 and 29, the *Broadway Limited*, effective December 13, 1967. Its name was transferred to Nos. 48 and 49, and the name *General* disappeared from the timetable.

To its credit, PRR operated 28 and 29 in the grand manner to the bitter end. The consist wasn't diluted with coaches, and the service was never downgraded. Patrons could still enjoy the special comforts of an all-room train, sip a cocktail in the observation lounge, and sample excel-

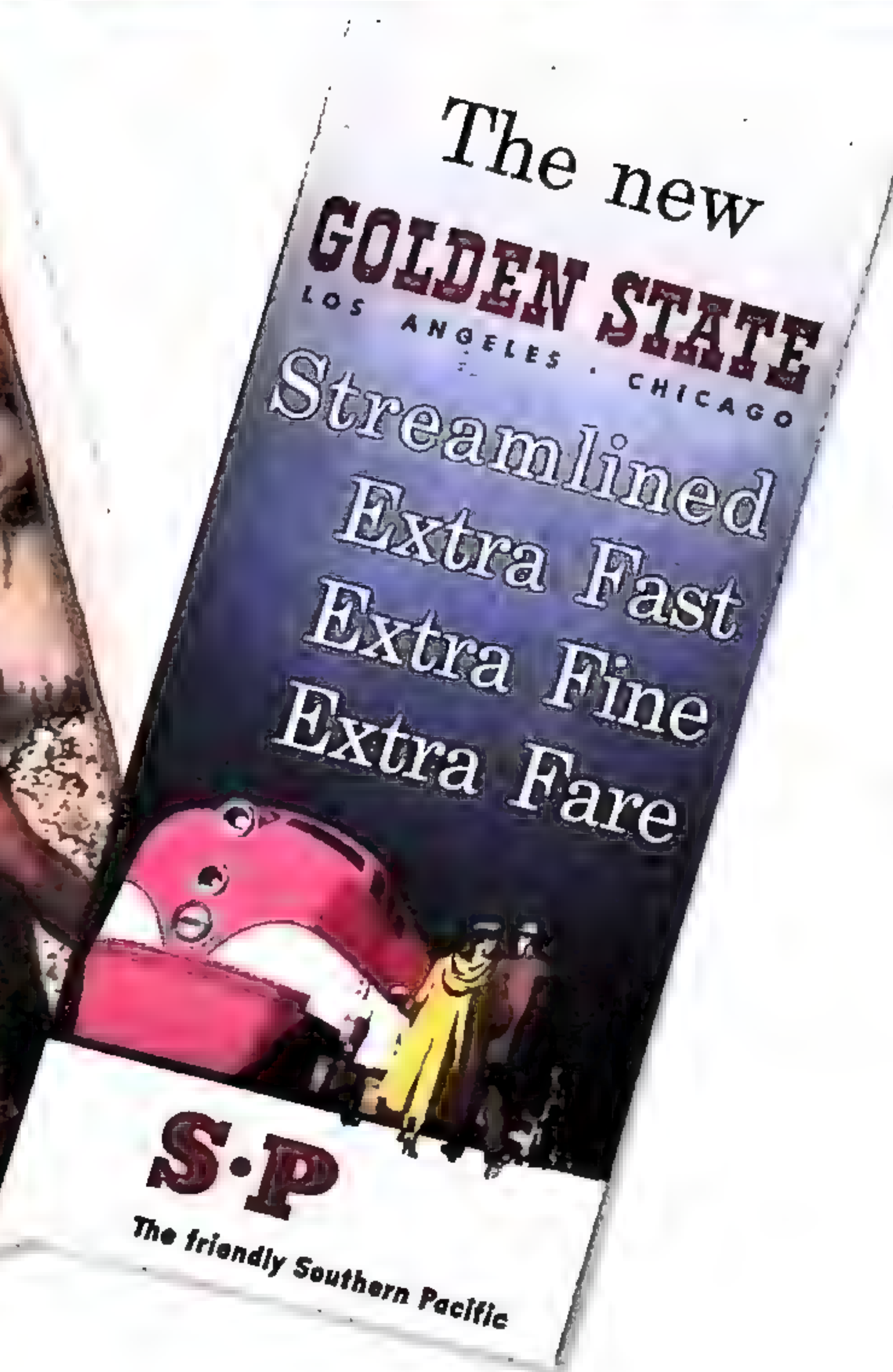
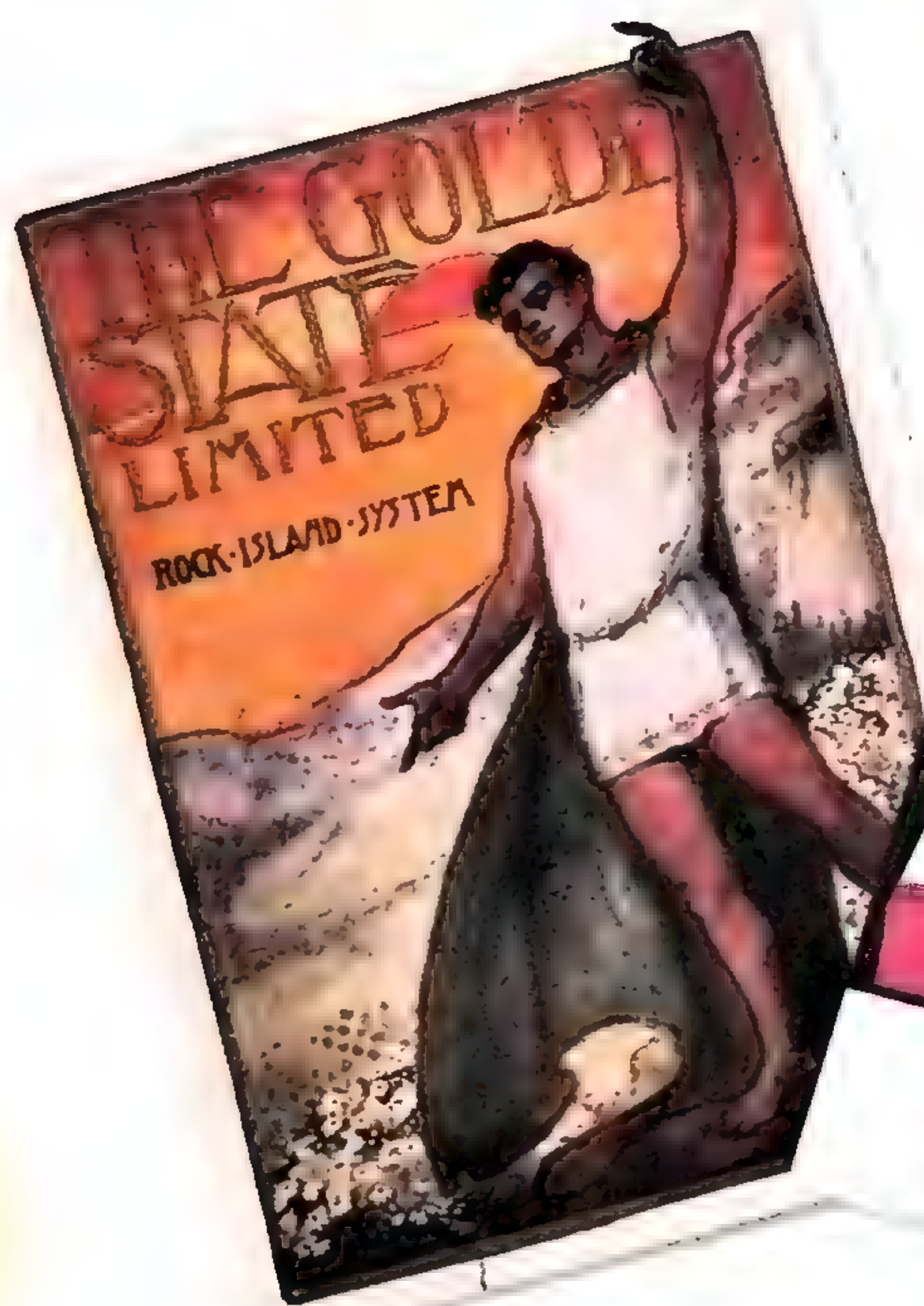
lent entrees such as prime rib in the twin-unit dining car right up to the day the train came off. Despite the fact that it was living on borrowed time, the *Broadway*, like a fine wine, just got better with age. Perhaps Pennsy maintained the train as a symbol of what a great transportation organization could do—even if it couldn't afford to keep it running forever. Poignantly, one of the ads produced for the train in that desperate last stand of 1966 asked "... don't you sometimes wistfully remember the *Broadway Limited*?" Rest well, Pennsy, we remember. ■

POSTSCRIPT: The *Broadway Limited* name would survive the Pennsylvania Railroad, which merged with NYC in 1968, to be used by both Penn Central and Amtrak. In 1972, the *Broadway* became the first train completely refurbished by Amtrak, which discontinued the train on September 10, 1995.

Still sporting its two-tone prewar equipment, train 28 pulls out of Englewood, Ill. The time is August or September 1948—the *Broadway's* best years are just beginning.

100
YEARS
3 Great
Trains

Glories of the Golden State



Though it lived in the shadow of other Chicago-to-California trains, the Rock Island-Southern Pacific flyer was luxurious, colorful, and long-lived

By Warren Taylor

Illustrations from the author's collection



AMONG CHICAGO-LOS ANGELES luxury trains, the *Golden State Limited*, operated by Rock Island and Southern Pacific, might not have been as famous as its Santa Fe and Union Pacific competitors, but it was one of the nation's longer-lasting name trains. Like its top-of-the-line Eastern contemporaries, the *20th Century* and the *Broadway*, it made its first run 100 years ago as an all-Pullman, extra-fare flyer. Yet unlike those other great names, "Golden State" achieved permanence as the name of the train's route, especially across the nation's mid-section.

Even today, owner UP employs the name for its freight route, but previous to the train's November 2, 1902, launch by RI and a somewhat reluctant SP, the new route was known by the Rock Island as the "El Paso Short Line." The portion between El Paso, Texas, and Tucumcari, N.Mex., had just been completed, on February 1, 1902, and the Rock Island in particular was eager to tap into the growing demand for direct service between the Midwest and Arizona and southern California.

Creation of the Golden State Route

was a product of the nation's general westward expansion, but SP had built eastward from Los Angeles. It reached El Paso in 1881 and soon connected with the Texas & Pacific east of there, at Sierra Blanca, Texas, to form the nation's second transcontinental route. Meantime, the Chicago, Rock Island & Pacific was building southwest from Kansas and met the El Paso & Northeastern, part of Phelps-Dodge Corporation's El Paso & Southwestern system, at Santa Rosa, N.Mex. The Chicago & Rock Island, dating from 1847, was the first railroad to bridge the Mississippi River; it became the CRI&P in 1866.

The Southern Pacific bought the EP&SW system in 1924. Although ownership of the Golden State Route changed at Santa Rosa, as the railroads matured, they established Tucumcari as the operational interchange point, and SP leased the 128-mile Santa Rosa-Tucumcari portion from RI.

3 days a week, 66 hours

The new *Golden State Limited*, train Nos. 3 and 4 for most of the service's 66-year run, operated three days a week, offering first-class equipment

Rock Island E7's speed the *Golden State* through a California landscape in artwork from a 1951 brochure promoting the newly streamlined train.



Postcard views from about 1909 show the *Golden State* behind a 4-6-2 on the Rock Island and eastbound at El Paso on the SP. Brasswork glitters on the platform railing and the GOLDEN STATE tailsign in a 1920's publicity photo. Boldly lettered bridge carries train 3 over the South Canadian River west of Logan, N.Mex., in May 1941.

growing popularity of the passenger service on their competitor to the north, so when Santa Fe announced its new, ultra-fast *California Fast Mail*, SP and RI decided to re-think their *Golden State Limited*. It should be noted that at the time, many of the passenger trains to the Southwest were regarded as seasonal, to be re-invented yearly. The area was not yet highly populated, and most train service was not daily—even SP's New Orleans-Los Angeles *Sunset Limited* ran only once a week.

From the beginning, advertising aimed to set the *Golden State* apart from its competitors. The train's southerly route and low-altitude crossing of the Continental Divide were promoted as desirable features, especially in winter. Nevertheless, it was not immune from weather problems. The snowbelt of southwestern Kansas and the panhandles of Oklahoma and Texas complicated wintertime schedule-keeping on many occasions.

The route between Hutchinson, Kans., and Tucumcari, though, was flat and straight, enabling high speeds. One portion, from Guymon, Okla., to Dalhart, Texas, was a perfect tangent of almost 72 miles, the second longest in the U.S. behind Seaboard's route in North Carolina to Wilmington.

Several years went by before the roadbed problems of the route, especially between Pratt, Kans., and El Paso, were ironed out. Grades were lessened and curvature was eased, allowing higher speeds with greater safety. Rock Island's goal was to have no grade in excess of 0.5 percent between Chicago and Dalhart.

A new start

In summer 1904, when Santa Fe advertised its new train and the *Golden State* partners began talks to resuscitate their new limited, the negotiations were anything but smooth. Rock Island wanted a separate *Golden State* west of El Paso, not a train combined with the *Sunset Limited*. Southern Pacific wanted to use the new train as an excuse to discontinue a local, which distressed cities along the route. As it turned out, the joint SP-RI trains used the southern



The Golden State Limited and the Union Station, El Paso, Texas

and service from the start. A companion train, Nos. 29 and 30, operated between Chicago and El Paso, offering chair-car and tourist-sleeper service, but it should be noted that both trains were a year behind the Santa Fe in offering through Chicago-El Paso passenger service.

The November 2, 1902, first run was made with much fanfare and corporate pride, at least on Rock Island's part. The consist was a baggage-combine, a dining car, and three Pullman sleeping cars. One sleeper went to the San Francisco area via SP's San Joaquin Valley line. The stateroom Pullman went only to Los Angeles, while the observation-sleeper went through Los Angeles to Santa Barbara, Calif., on SP's Coast Line. A stateroom ticket from Chicago to Los Angeles cost \$53. The service required 10 trainsets and was scheduled for 66 hours from Chicago to L.A.

The *El Paso Herald* reported that one of the first trains in from Chicago sported such a fine dining car that it was made open to the public in El Paso during the hour-long station stop. The car

boasted individual electric lights at each table and custom-marked silver, china, and glassware. El Pasoans were invited to meet chef Pierre Albeyre, who had been recruited from Chicago's Blackstone Hotel. Rock Island did not interchange the dining car with SP, turning it back eastward at El Paso.

The train's beginnings were fraught with more problems than its already-established competitors (in later years, Chicago travel agents sarcastically called the *Golden State* "the overflow Chief"). Much of the roadbed had been hastily laid; some bridges were of undependable construction; and wet weather caused washouts. Two rivers were the big culprits: the Cimarron near Liberal in far southwestern Kansas and the Canadian near Logan in eastern New Mexico. Further, SP and Rock Island seemed to be at odds frequently on basics such as level of service, operating frequency, and schedule. Plagued with deficits while trying to remain all-first-class, the train was canceled for the 1903-04 winter.

The hiatus would be short-lived. SP and Rock Island were very aware of the



WARREN TAYLOR COLLECTION



CARL J. BACHMANN



Maps dating from 1902, 1936, and 1951 show the *Golden State's* Chicago-Los Angeles main route, including the variations west of El Paso. Through-car services to and from points beyond the *State's* main stem also are indicated.

EP&SW route via Douglas, Ariz., while SP's own trains such as the *Sunset Limited*, and later the *Argonaut*, used the northern line via Deming and Lordsburg, N.Mex. Advertising began in October for the return of the deluxe, fast *Golden State Limited*, as the partners were satisfied they would successfully compete with the Santa Fe, even if with only one train.

The revised and improved train debuted on Christmas Day 1904, on better tracks and with a faster schedule. The first westbound *Golden State* arrived in

El Paso with six mail cars, a combination baggage-buffet car, a tourist sleeper, and three Pullmans. With the mail cars and tourist sleeper, the train may not have been totally first-class, but the two railroads had better expectations for it in terms of its cash flow. The equipment was completely new and almost totally booked.

Gradually, equipment changed from wood to steel, and new advances in air-conditioning made year-round service sensible. (Passenger traffic through the deserts of New Mexico and Arizona had been at a minimum during the heat of summer. Dining cars were first to be air-

conditioned, followed by sleeping cars and lounges, and finally, in the 1930's, chair cars.) Full-length diners became part of every consist, and the popular observation car included a library and sitting room, which featured a Victrola concert every afternoon. The train also offered valet service, a barber, and a shower chamber with an ante room for changing, and a "gentlemen's smoking club" room.

With prosperity on its side, Rock Is-



D. L. INGERSOLL PHOTO; GORDON BASSETT COLLECTION

land launched an aggressive ad campaign to promote the train. Stone Van Dresser produced first-rate illustrations, mostly in charcoal drawing form, for a full spectrum of periodicals. This campaign did much to promote snob appeal. Most brochures for the *Golden State Limited* listed golf, tennis, and polo facilities, and of course, country clubs in California. In summer 1924, group tours were organized and special rates offered to help fill the train. As a result, on May 22 of that year, the first effective date of the new rate, a record nine sections of the *Golden State* left Chicago. This "top-drawer" approach carried over to employee pride. In

years attempted to be the "Handsome Train in America" and was strictly first-class, some off-seasons saw the addition of tourist sleepers and chair cars, though they were not promoted or advertised. In the early years, unassigned space—a berth or a room—could be sold by the conductor as day space.

As the train's popularity grew toward the end of its first decade, and with both roads' desire to keep the *Limited* as first-class as possible, they added another train, the *Californian*. Later called the *Golden State Express*, this "adjunct train," as the companies phrased it, featured more tourist sleepers and chair cars. During much of its life, this additional train was scheduled 15 to 30 minutes behind the flagship, emulating Santa Fe's postwar *Super Chief* and *El Capitan*. The *Californian* had more stops, so as the trains reached the far end of their journeys, the times between them lengthened. At other times, the trains ran as morning and afternoon opposites. For most of the years, the *Californian* used SP's North Line west of El Paso. In 1946, the *Californian* was replaced by the *Imperial*, offering sleeping cars and a diner between Chicago and Los Angeles, but with a schedule that allowed it to be the route's mail-hauling workhorse.

In advertising the *Golden State*, Rock Island promoted it as a deluxe, high-quality service. The route was 2281 miles versus Santa Fe's via Albuquerque of 2246, so speed was not unimportant, but the push was to present a train of uncommon quality. From its early 66-hour schedule, the *Golden State's* timing was reduced in 1946 to 49 hours westbound and 48 hours eastbound. After total streamlining was

SP GS-4 4434 heads a mixture of heavy- and lightweight cars at Corona, N.Mex., on April 20, 1947—just before the *State's* final re-equipping.

achieved in 1950 with the addition of more new Southern Pacific cars, the *Golden State* was, at last, on a 45-hour schedule, still longer than the mighty Santa Fe, but not bad.

A grounded Rocket

The *Golden State* was remodeled and re-equipped on an average of about once every 10 years. The final major makeover took place after World War II, the result of a companion streamliner that was never launched—the *Golden Rocket*. Planned amid the postwar passenger-train euphoria, the *Golden Rocket* was to be a triweekly train on 39½-hour schedule between Chicago and Los Angeles. Two trainsets, one owned by each partner, would be required. Full-color magazine ads announced the new silver-and-vermilion train, to debut in 1947, and Rock Island's set of equipment was delivered by Pullman-Standard. For reasons never widely detailed, though, SP abruptly changed its mind and backed out of the deal before its cars were built. Relettered, Rock Island's *Golden Rocket* cars, though, would be employed right into the last days of RI's intercity service in the 1970's.

Instead of a *Golden Rocket*, the partners made the *Golden State* into a silver-and-vermilion lightweight streamliner, perhaps the *Golden State's* handsomest version. As a streamliner, the word "Limited" was dropped from the name. This enhanced train sported RI observation cars, a full-length diner and lounge for first-class passengers, and an "El Cafe" grill-lounge for coach passengers (who could, if they chose, patronize the main dining car)—but no dome



March and June 1925, the train posted a perfect on-time record.

With a desire for further flexibility and to help fill the train in the slack season, Rock Island started selling "Hundred Mile Tickets" on the *Golden State*, which allowed a passenger to travel to any on-line point within 100 miles. While the *Golden State* in its earlier



At Tucumcari, N.Mex., an A-B-A set of SP E units backs down to No. 3, replacing an A-B set of RI E's. Obs car *La Mirada*, lettered for the stillborn *Golden Rocket*, was exhibited (with grill-house *El Cafe*) at the 1948 Chicago Railroad Fair.



SANTA FE

cars. On the middle segments of its route, the stunning train would operate with as many as seven sleepers and five chair cars.

The lightweight cars' interiors were decorated in the colors of the Southwest. Exterior letterboards bore the "Golden State" name, and the coaches and sleepers were all named in the *Golden* series. SP and Rock Island both continued to custom-order the "Golden State" china pattern for dining-car serv-

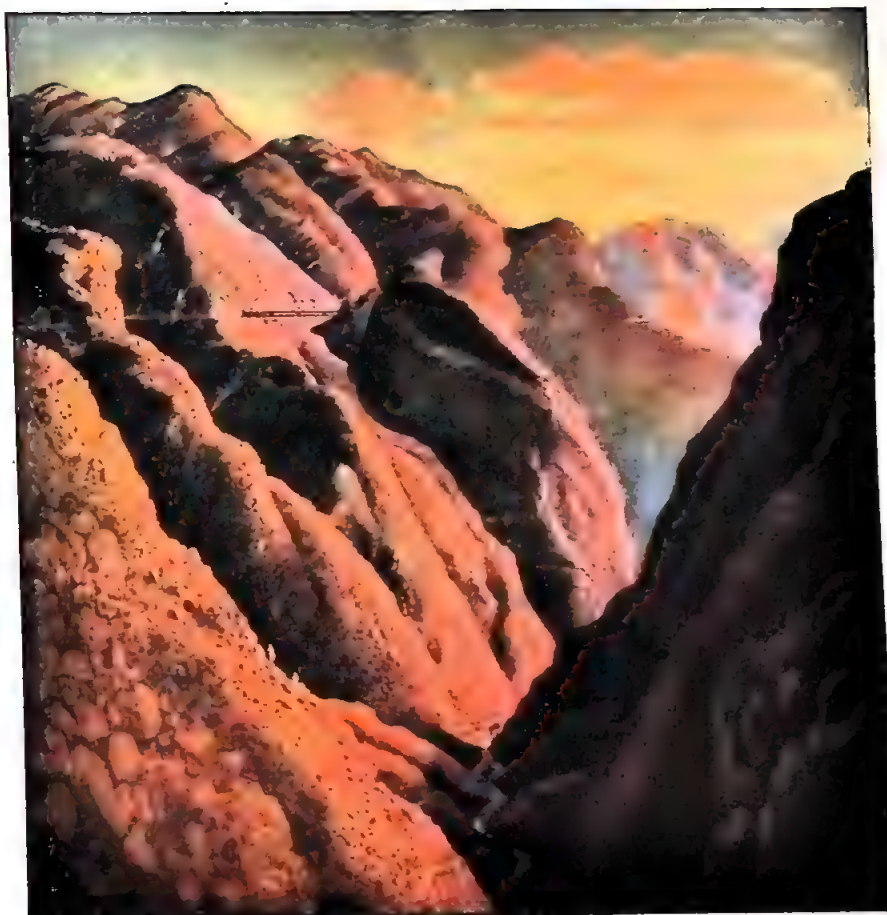


D. C. ALLEN JR.

ice, by that time one of the oldest existing patterns. Ever economical, though, Rock Island also continued to utilize the limited quantity of *Golden Rocket* dining-car china, with which car *El Comedor* had been stocked when built; the surviving pieces have become valued collectibles.

The final revision of *Golden State* equipment occurred in 1959 when RI purchased two surplus buffet-lounge cars from New York Central. After that, RI just leased equipment from other lines when necessary, and toward the end did not bother to change the exterior or interior colors of the original owner. With the tide turning against the passenger train, RI in 1963 combined

To St. Louis, San Diego, and St. Paul



California's Newest Scenic Marvel, the Wonderful Carrizo Gorge, on San Diego Short Line "Golden State" Route—Many Miles the Shortest to San Diego.

DURING THE *Golden State's* 66 years of service, many Pullman car connections were made with other routes. Sleeping cars from Minneapolis rolled south to Kansas City on Rock Island's Mid-Continent route, a connection that lasted almost to the end of service. Early on, to promote the 1904 St. Louis World's Fair, a car for St. Louis connected in Kansas City, originally staying on the Rock Island but later taking the Missouri Pacific. This car line finished its career, in the streamline era, on the *Colorado Eagle*. Also in the early days, during winter season, *Golden State* sleepers to and from Dallas and Fort Worth would interchange with the T&P at El Paso. An obvious sleeper connection was at Tucumcari to and from Rock Island's own Choctaw Route to Little Rock and Memphis. In the heavyweight era, *Golden State* cars also ran to and from San Diego via scenic Carrizo Gorge (illustrated above in a 1922 route guide).

After World War II, during the last revamping of the *Golden State's* equipment and Rock Island's right of way, both New York Central and Pennsylvania, on alternating days of the week, made direct connections with through cars in Chicago [see "Postwar Transcontinental Trains—Close, but No Cigar," pages 30-39 in *TRAINS CLASSIC* 1999]. This arrangement lasted until 1951. Probably the *Golden State's* most obscure connecting sleeping-car line was one between El Paso and Denver via Dalhart, interchanging at that Texas crossroads with Burlington Route's Fort Worth & Denver/Colorado & Southern. The car was advertised as "Here today . . . there Tomorrow" and offered a \$35 round trip. Toward the end of *Golden State* service in the 1960's, when SP combined the train with the *Sunset Limited* west of El Paso, there was again a Los Angeles sleeper connection with T&P to Dallas.—Warren Taylor



the *Golden State* and *Rocky Mountain Rocket* between Chicago and Rock Island, and similarly in 1964, SP combined the *Sunset Limited* with the *Golden State* between El Paso and Los Angeles. (By state order, a two-car remnant ran for a time between L.A. and Niland, Calif.)

West of El Paso, the *Golden State* shifted routes for the final time when SP installed CTC signaling on its North Line between El Paso and Tucson in the late 1950's. SP abandoned the old EP&SW line via Douglas in December 1961.

The *Golden State's* connecting sleepers began to disappear, as well, and after 1964, the last year Rock Is-

land turned a profit, the two partners began to significantly downgrade the service. Always the train's more committed of the two partners, Rock Island seemed the more reluctant, and did not subject the *State* to carrying piggyback freight as it did the *Rocky Mountain Rocket*. Yet, the custom-made marmalade SP and RI had for the morning toast was gone, and the full-length diner was dropped in favor of a grill-lounge car. For 1966, Rock Island suffered a loss of \$576,000 in operating the train, and with the loss of mail contracts, the train's 1967 loss approached an unacceptable \$1.4 million.

Golden memories

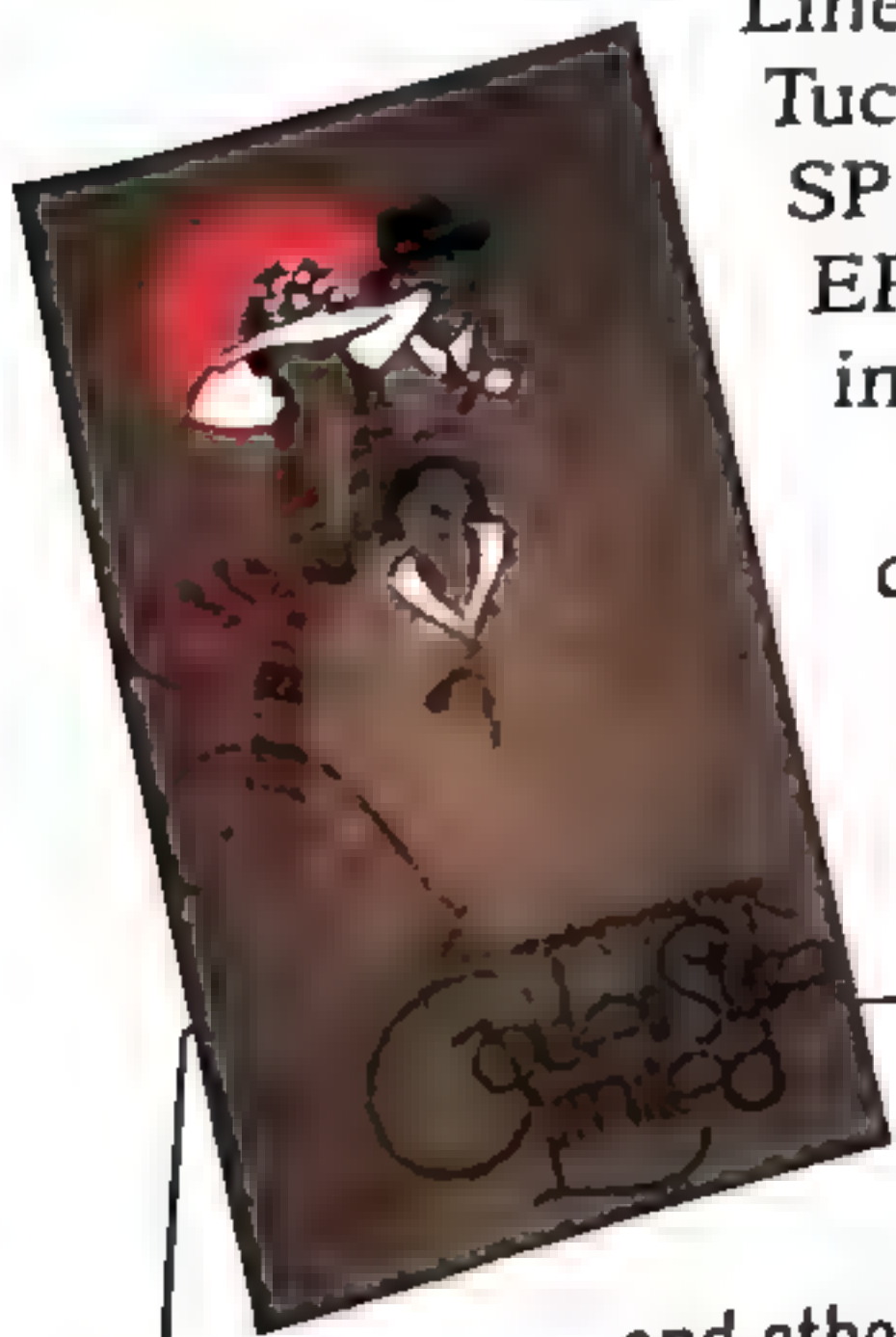
My only glimpse of the once-great *Golden State* came in fall 1967. I was driving to a student-teaching position in Hutchinson, Kans., one morning and saw the train approaching fast near Inman. The consist still had the front-end menagerie of mail and express cars, and the passenger section had dwindled to six cars, including some from Chesapeake & Ohio, which helped present a rag-tag image. Little did I know that day how rare my encounter would be—

Dressed in the striking livery of the *Golden State* cars, SP E7's roar east at Nicklin, Calif., in January 1948. RI E's bring No. 3 into Rock Island, Ill., in February 1967; though it still carries an extra fare, the *State* has only a year to live.

the train came and went almost before I knew what I was watching. It was a far cry from the days when a 12- to 15-car streamliner would slice through the Kansas prairies like a knife.

If one marks the 1902 date as the beginning of *Golden State Limited* service, with its final run on February 21, 1968, the train completed 66 years, making it one of the longest-lasting American named trains. The *Golden State* left us with quite a history, and generally happy memories. It had its devotees, ranging from the Rockefellers to big-league athletic teams. It was the funeral train for Rudolph Valentino. It was the train my parents rode on several occasions to conventions in the East. It was a train without much of an identity gimmick or advertising twist. In many ways, the train was the consummate Western limited, then streamliner.

A century after its inception, remember the *Golden State*. ■



See more *Golden State* brochures and other items from author Warren Taylor's collection at our website, classictrainsmag.com



FRANK PETERSON PHOTO; ALAN MILLER COLLECTION



JIM NEUBAUER



At Chicago, Ill., on September 16, 1984, a New York Central rack worker class with the Grand Trunk Western locomotive crew of 2670 and the crew of 2671, the Grand Trunk Western locomotive. Soon afterward, NYC's freight class was a train to see out.





One day at . . . Charlotte, Mich.

Photos by Mert Leet

IF YOU EVER RODE the Grand Trunk Western's main line across Michigan, chances are you don't remember Charlotte, even though, in the mid-'50's, four of the six daily passenger trains stopped there. On the GTW, Charlotte (pronounced Shar-LOT), population 8000, was overshadowed by GTW shop town Battle Creek, 25 miles west, and the state capital, Lansing, 20 miles east.

Nor does photographer Mert Leet remember, exactly, why he was in Charlotte way back on September 16, 1954. "I was either on my way to Durand to see Grand Trunk Western steam, or our family was on our way to visit relatives in Midland and Bay City," he says.

The important thing is that Leet spent

a productive 45 minutes or so in Charlotte. He didn't see any of GTW's ubiquitous 4-8-4's, but 2-8-0 2670 toddled in with the eastbound peddler freight, then New York Central 2-8-2 1411 ambled in from Hastings with the wayfreight on the Grand Rapids-Jackson branch.

Trains on GTW parent Canadian National's main line still whistle through Charlotte; both roads' former depots still stand; and a 4-mile remnant of the NYC is operated as the Charlotte Southern. The short line's diesel is notable—the last GE 44-tonner built, in 1956 for New York State's Dansville & Mount Morris—and the pike hosts a dinner train.

Still, wouldn't Charlotte be more fun with a 2-8-0 or 2-8-2?—*J. David Ingles*





Photo Section

Ely-Thomas Lumber Co. three-truck Shay No. 2 waits as its crane works at Fenwick, W.Va., where the logging road met a B&O line. It's June 1963, and this standard-gauge operation will soon follow ETL's nearby 3-foot pike into oblivion. Happily, No. 2, built in 1906 for a Louisiana logger, will survive to become an exhibit at the Railroad Museum of Pennsylvania.

About 20 miles west of Fenwick, Buffalo Creek & Gauley 2-8-0 No. 4 makes 3 mph past the coal tippie at Widen, W.Va., with 68 empty hoppers on August 3, 1962. Like ETL No. 2, the 1926 Baldwin is still with us, steaming occasionally at the North Carolina Transportation Museum.

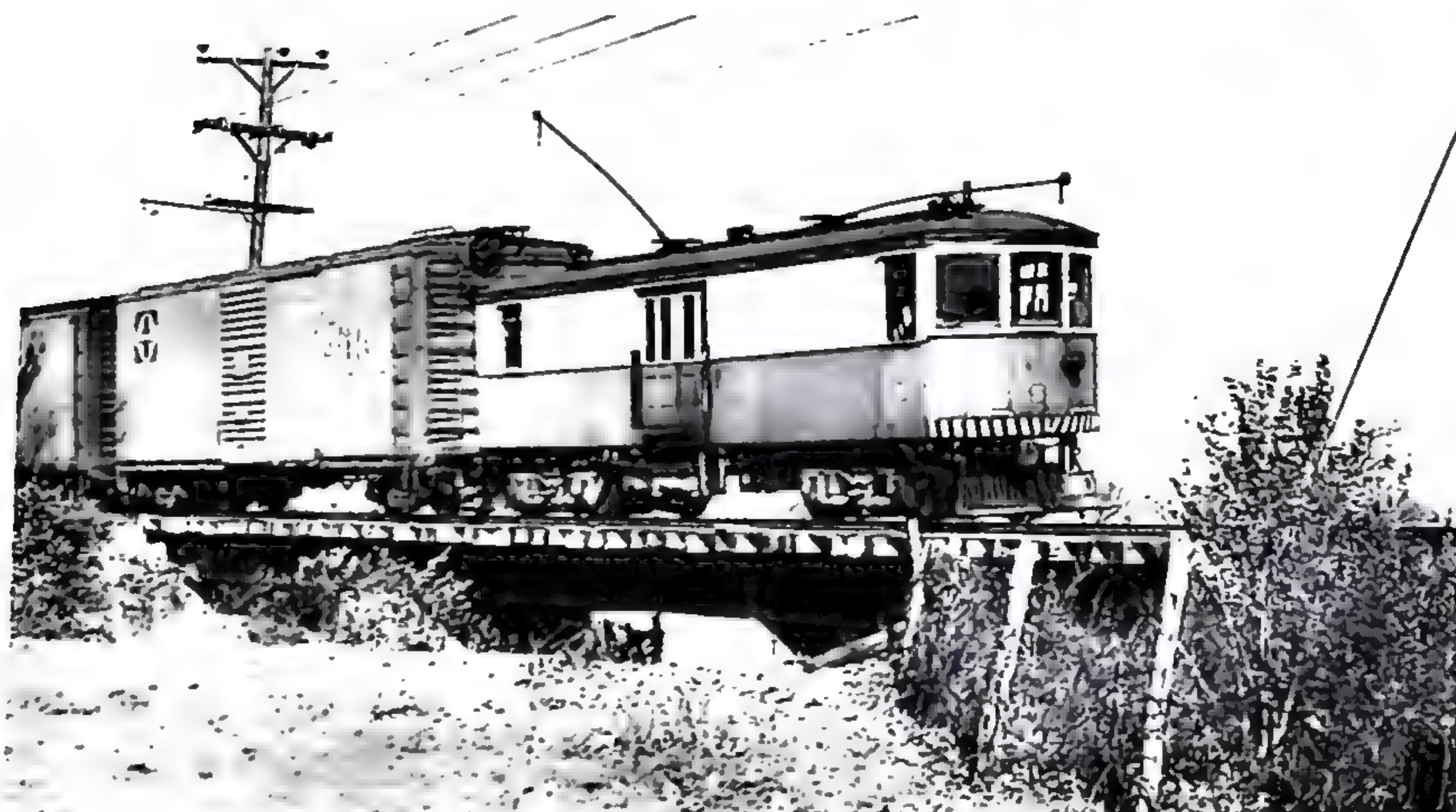


TWO PHOTOS: JACK EMERICK

Box-cab No. 403 of the Lackawanna & Wyoming Valley—the “Laurel Line”—plows through the weeds near Connel Junction, Pa., with a southbound freight on July 15, 1951. The double-track, third-rail L&WV operated about 20 miles between Scranton and Wilkes-Barre, in the heart of Pennsylvania anthracite country. Condition of the right of way tells of the Laurel Line’s fortunes; it was absorbed into the Lackawanna later in the decade.



JOHN F. ENDLER JR.



WARREN L. BAIN

On the charming Hagerstown & Frederick in northern Maryland, wooden box motor No. 5 rolls across a dry creek bed at Lewistown. The train is bound for Frederick after exchanging cars with a Western Maryland main-line freight at Thurmont. It's October 31, 1953; H&F quit the next year.

Having been loaded at a packing shed west of town on one of Yakima Valley Transportation Co.'s electric freight lines, a refrigerator car heads for the Union Pacific interchange at Yakima, Wash., on August 29, 1958. YVT steeple-cab No. 298, wearing the colors of corporate parent UP, provides the power. The 20-mile YVT lasted—with juice—until 1985; tourist trolleys now ply a 6-mile remnant.



Photo Section



C. D. SAVAGE

Shiny Texas Electric Railway box-cab No. 802 noses into the company's Dallas freight station on April 10, 1940. Centered on Dallas-Fort Worth, TE was 250 miles at its peak—longest interurban in the South. Though its freight traffic was modest, TE did a brisk passenger business until after World War II. A head-on collision in 1948 helped bring down the curtain.



FRED MATTHEWS



Photo Section

The mercury stands at 24 degrees below zero at Bromptonville, Quebec, as the Canadian National morning train from Sherbrooke to Montreal, powered by Pacific 5288, runs along the pulpwood-lined banks of the St. Francis River on February 24, 1957. Says photographer Jim Shaughnessy, "The steam hung in a great column long after the train had passed."





WITH THE ADVENT OF THE "SUPER-POWER era" of the 1930's and '40's—the last hurrah for steam—came the finest examples of that ultimate expression of motive-power utility, the dual-service locomotive. Not since the 19th century's 4-4-0 American Standard type had so many railroads and manufacturers designed and built such a range of power suitable for both high-speed freight or passenger trains.

Obvious contenders for the dual-service sobriquet would be 4-8-2's and 4-8-4's. Now, some purists also

might cite the Atlantic Coast Line's use of 4-6-2's, or Chesapeake & Ohio and Louisville & Nashville's practice of putting 2-8-4's on varnish. And the frequent assignment of 4-6-6-4 Challengers to passenger trains by Union Pacific is noteworthy.

But dual service was mostly the province of Mountaintains and Northerns. Notable 4-8-2 switch hitters include the Boston & Maine R-1d, New York Central L-4, and Pennsylvania M1. Among 4-8-4's, the Lehigh Valley

Dual-service paragon

For a brief season, Lackawanna's elite and versatile Q-4 4-8-4 Poconos staved off the diesel

By John R. Canfield



JOHN R. CANFIELD

T-3; Chicago & North Western H; Burlington O-5; Frisco 4500-series; and Nashville, Chattanooga & St. Louis J-2 and J-3 were well-known as dual-service machines.

Perhaps the most successful dual-service engine was the Delaware, Lackawanna & Western Q-4 4-8-4, built by Alco in 1934. My choice is not entirely objective—I was fortunate enough to have close access to the mighty Poconos (the DL&W's 4-8-4's). On aesthetics

Lackawanna Q-4 1640 hauls train 21, the *Mountain Special*, a Saturday-only summer train to Scranton, Pa., through the Poconos in 1948.

reservoirs, a perfectly proportioned boiler, slightly-below-center visored headlight, roller bearings (engine only), heavy-duty Walschaerts valve gear, a Worthington SA-type feedwater heater (except Nos. 1649 and 1650), front-mounted air compressors, and a rakish pilot—in a



ROBERT M. FAASSE

merous 90-foot turntables, as well as an extra-large sand dome with an odd, "undercut" appearance. But that latter feature, it could be argued, only served to enhance the impressive bulk of the engine.

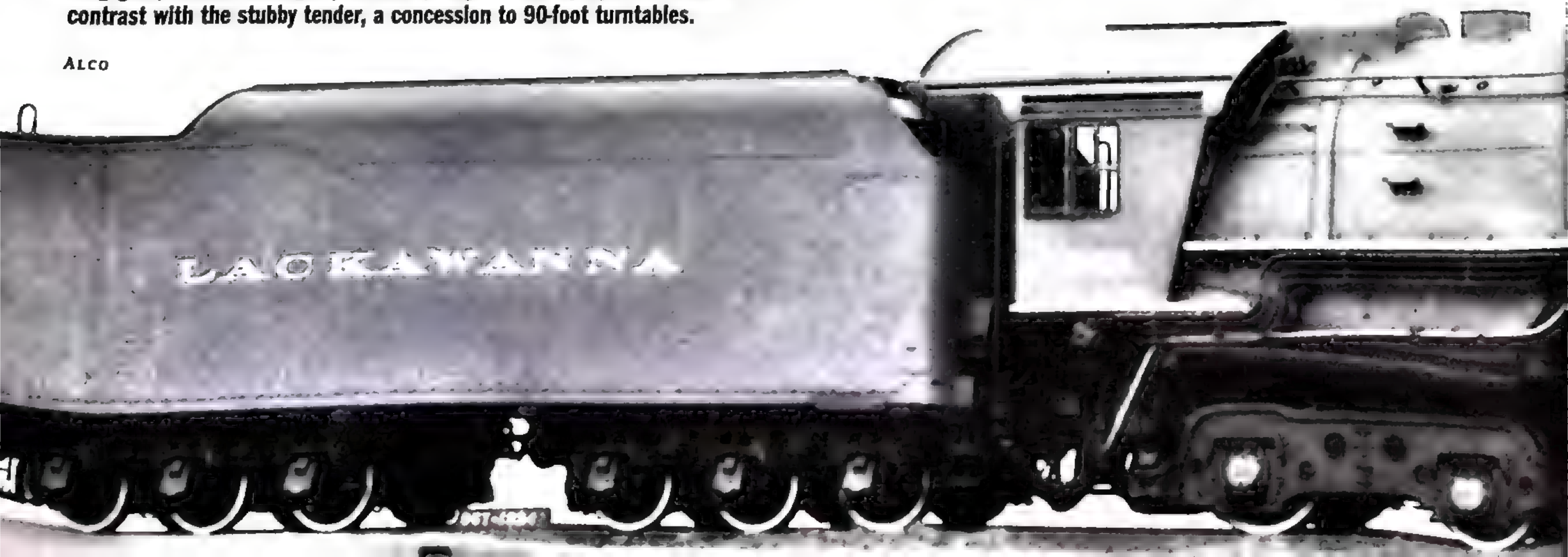
Aesthetics aside, consider the practical operating utility of the Q-4 in the context of Lackawanna's conservative motive-power policy. For various reasons, the DL&W never ventured near the 10-coupled or articulated steam designs more suited to its heavy grades. Motive-power assignment policy was pretty much dictated by the principle of "whatever's in the barn!" This approach held sway during wartime and con-

tinued into the diesel era. The railroad ordered its diesel road power in "retail-size" groups: two- and three-unit combinations that assured consistently underpowered manifest freights, frequently around 1.1 h.p. per ton.

In a way, Lackawanna's dieselization policy contributed to the longevity of the Q-4's. Often, on other railroads, the biggest, newest steam power was the first to be withdrawn. But compatibility problems within DL&W's diesel fleet—mismatched gear ratios, lack of nose jumper receptacles on cab units, a lack of passenger units with steam generators—only served to point up the Q-4's dual-service capabilities.

In this 1934 builder's photo, the aesthetic assets of the Q-4—clean running gear, classic headlight placement, elegant boiler proportion—stand in contrast with the stubby tender, a concession to 90-foot turntables.

ALCO



Demonstrating its freight credentials, Q-4 1638 hustles through Paterson, N.J., on August 26, 1949, with train NE-4, the daily hotshot from Buffalo.

The Q-4's were first assigned to manifest service between Scranton, Pa., and Buffalo, N.Y. Grades on this route required helpers west from Scranton 7 miles to Clarks Summit, Pa., and east from Groveland 14 miles to Wayland, N.Y. On the east end of the railroad between Scranton and Hoboken, N.J. (133 miles via Boonton, N.J., or 135 miles via Morristown), Lackawanna used the older 77-inch-drivered Q-1 Poconos in heavy passenger service and 70-inch-drivered Q-2 and Q-3 engines on freights. Anthracite traffic, still a major revenue source during the Depression, was hauled by 35 low-drivered, three-cylinder 4-8-2's. Helper duty east and west from Scranton, as well as east and west from the Delaware River valley, went to 2-8-2's of heroic proportions.

The Q-4's could handle any type of train in the Lackawanna's schedule. However, they were restricted to 70 mph, and so could not legally recover time in passenger service in the 80-mph territory of the Buffalo Division or on the 28-mile cut-off across New Jersey. Nevertheless, in an era with more relaxed attitudes about speed limits, the Q-4's were sometimes given their head. One engineer told of No. 1648 surviving a broken main rod while running at 84 mph on the cut-off with the westbound *Lackawanna Limited*. Another bragged of recovering 25 minutes with the 1650 between Scranton and Hoboken on the eastbound *Limited*.

The Q-4's ultimate test came after the war and during Lackawanna's transition from steam to diesel. Alone among the DL&W's doomed steam power—excepting some local freight assignments and the New Jersey commuter service (outside electrified territory)—the Q-4's remained active in their originally intended duties. They hauled extra sections of through-line passenger trains, summertime weekend-only trains, and milk trains running between Hoboken and Binghamton, N.Y. During this period in the late '40's, a Q-4 did the honors on an unusual Monday-morning, summertime-only passenger extra operating the 46 miles between Lake Hopatcong, N.J., and Hoboken. The heavy train took week-ending businessmen back into the city to avoid overcrowding the scheduled, Pacific-powered commuter runs.

Thanks to the performance provided by 74-inch driving wheels and 66,000 pounds of tractive effort, the big Poconos hung onto many of the hottest manifest runs on the west end of the Lackawanna. Also, certain manifest trains on the rugged east end operated at 60-mph maximums and rated

Q-4's in lieu of 48-mph-g geared F3 diesels. When 65-mph F7's arrived in 1949, many of these choice assignments between Hoboken and Scranton went to diesels.

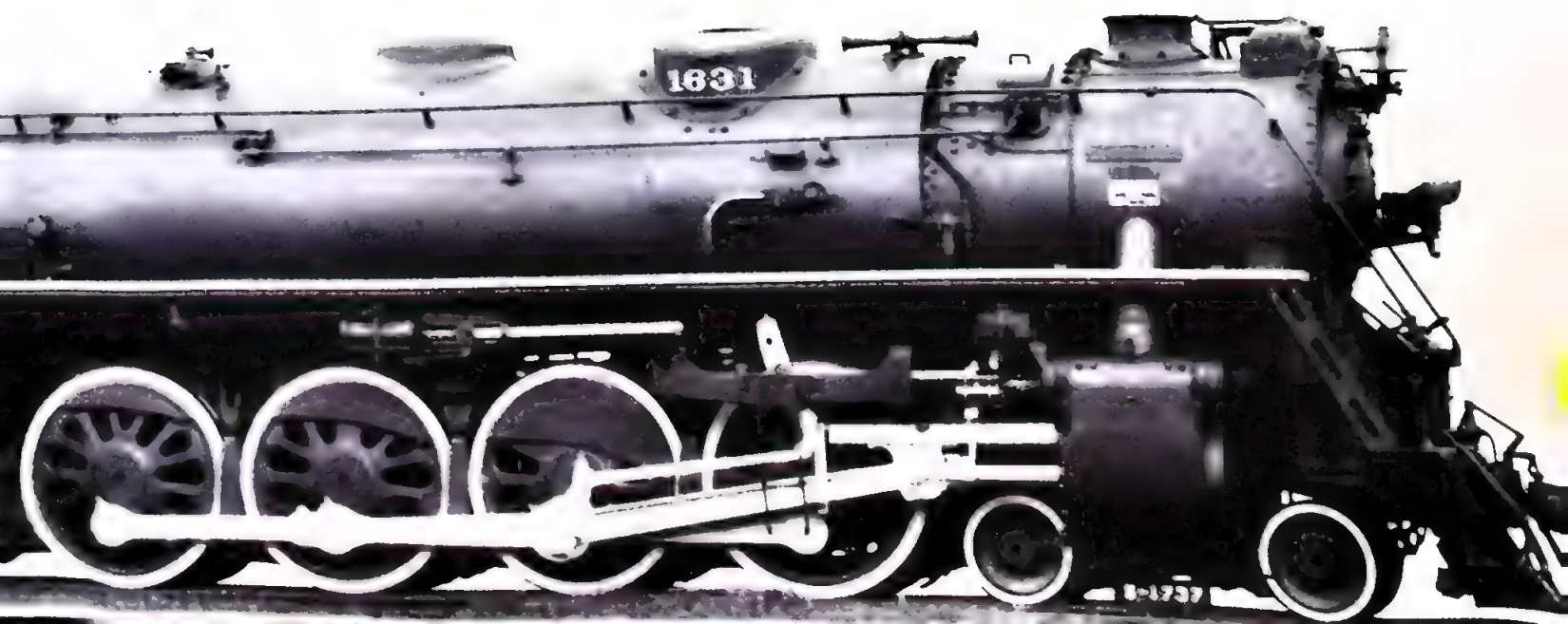
Even then, the big Poconos found niche roles in the period 1948-52. These included the nightly interchange run between Port Morris and Phillipsburg, N.J. This same locomotive often was used during the day to doublehead the Lehigh & Hudson River's hot New England connection up the steep grade from Andover Junction, N.J., into Port Morris. During this period the Q-4's, acting as helpers, could allow for 1200 tons of additional capacity on diesel-powered freights ascending the 1.5 percent grades out of Scranton and Gravel Place (East Stroudsburg, Pa.). The 4-8-4's logically replaced older Mikados on these assignments.

The arrival of 11 E8 diesels for mainline passenger service in 1951 bumped the five three-unit F3's, Nos. 801-805,

The Q-4's ultimate test came after the war and during Lackawanna's transition from steam to diesel.

into freight service, marking the beginning of the end for the Q-4's. During that year, Nos. 1632, 1634, 1636, 1642, 1648, and 1650—all of them, curiously, with even numbers—went to the scrapper's torch. Four more of the class of '34 were scrapped in 1952. The 10 remaining Q-4's were sporadically active until complete dieselization in June 1953.

In the end, high labor and maintenance costs justified retiring the still-useful Q-4's, just as they did other modern steam locomotives. There remains, however, a lingering question about the effect of this policy on service, particularly involving highly competitive overhead traffic between Hoboken, New England, and Buffalo. One had only to see train NE-4, grinding up the superbly aligned New Jersey cut-off at 15 mph to its hot New England connection at Port Morris, to realize that the Lackawanna had insufficient diesel power. Obviously more diesel power per train could have been made available if steam had been retained in one niche service—for example, helper duty out of Scranton or on the longer New Jersey commuter runs. But to speculate that such a policy might have staved off—even for a few years—the coming financial armageddon for the Lackawanna would indeed be stretching a point! ■



EXPLORING

Steam, early diesels, and friendly railroaders drew Bud Bulgrin back again and again

By Steve Glischinski • Photos by Bud Bulgrin



Clean-stacked 2-8-2 2134 is practically rolling down the street as it arrives in Acambaro February 11, 1962, with a 13-car freight train.

MEXICO

IN THE EARLY 60's



A MERICAN RAILFANS, many of whom regularly travel to Canada, largely seem to ignore the railroads of Mexico. And that's too bad, according to Minnesota fan Bud Bulgrin, who's been making regular visits to Mexico since 1961. "Mexico has always been an interesting place," he says. "Until the recent privatization, railroading in Mexico resembled the way railroads were in this country decades ago, with old locomotives, depots, passenger trains, and even kerosene markers on the cabooses."

EXPLORING



It's not true street-running, but 2037, a 1937 Alco and 1 of 8 serviceable NdeM 2-6-2's left, has commercial buildings on each side as it heads south from Tula February 10, 1962.

Burdell L. "Bud" Bulgrin, born in 1939, grew up in Owen, Wis., a Soo Line junction town. His father had been a Soo engine watchman at Owen before heading north in the 1940's to become an engineer for the Duluth, Missabe & Iron Range, until his death in 1957.

Bud has been a railfan since he was a boy. He says his mother told him that one time "when I was only four, she couldn't find me, and ended up finding me down at the Owen depot, watching trains." He began taking pictures in 1951, and got his first "good" camera, a Kodak Medalist, in 1954, which he used for black-and-white work. In 1957 after high school, he moved to Chicago to attend DeVry Technical Institute for training in electronics, and in 1959 joined the Santa Fe, a stint that would last 10 years.

In Chicago, Bulgrin met another fan, Jim Farrell, and the two would prowl the city taking photos. They put together a column of Chicago rail news for Rail Photo Service. In 1961, Farrell, who wound up making a rail career at Union Pacific, was

In a 19th-century-like scene, 3-foot-gauge FCI 2-8-0 74, a former Interoceanico locomotive built in 1904, works a string of stock cars in the Mexico City yard on February 9, 1962.



MEXICO

IN THE EARLY 60's

planning a trip to Mexico, and suggested to Bulgrin that he come along. "I'm sure I didn't know a thing about Mexico," he recalls, "but I knew they had steam engines."

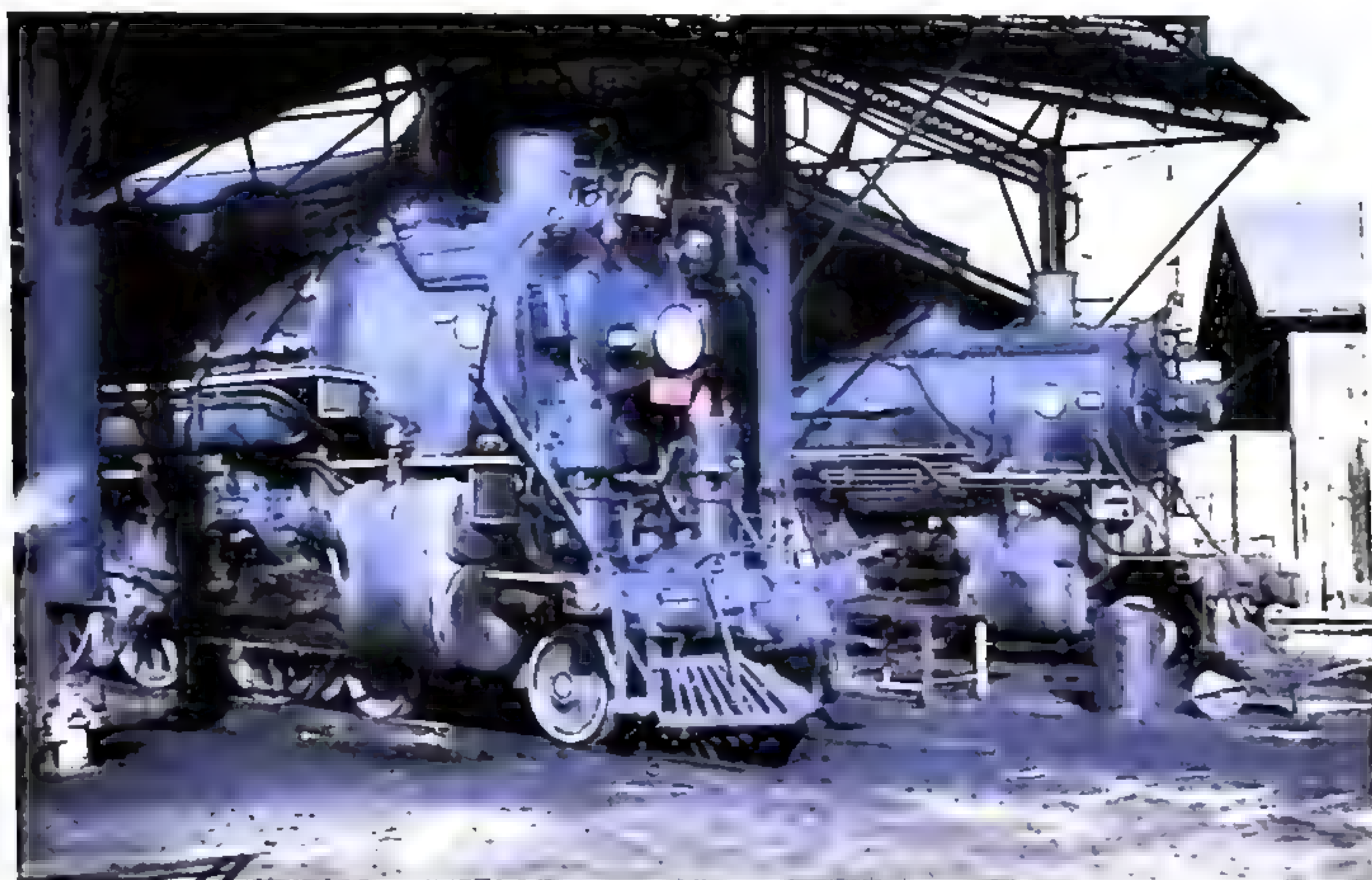
Jim and his mother drove to Mexico, and Bud rode trains from Chicago to Mexico City to join them. Jim's mother flew home, and Jim and Bud explored Mexico by car for two weeks. "We always went to the shops and roundhouses; that's what you did in those days. There weren't so many 'scenic' shots as there were 'roster' shots. We took slides only if it was convenient; mostly we shot black-and-white."

Steam on the National Railways of Mexico (NdeM) included 2-6-6-2's, 4-8-4's, former Florida East Coast 4-8-2's, 4-6-2's, and former Nickel Plate 2-8-2's. NdeM ran narrow-gauge steam from Mexico City to Cuautla, and former Mexicano electrics over a westbound grade as steep as 4.1 percent on a Veracruz line from Paso del Macho to Esperanza. NdeM diesels included Baldwin Centipedes, Alco FAs, and EMD F2's, F7's, F9's, plus "export model" G12's and G16's.

The 1961 trip whetted Bud's interest,



A former Nickel Plate 2-8-2 is fresh out of Aguascalientes shop on March 2, 1963. NdeM also bought C&NW and Rock Island 2-8-0's, Norfolk Southern 2-8-4's, and FEC 4-8-2's.



Looking similar to many a U.S. facility in decades past, Acambaro's open-air roundhouse houses two mid-1920's Baldwins, 4-6-2 2526 and 2-8-0 1141, on February 11, 1962.

ANITA BULGRIN

Former Chicago & North Western "Zulu" 2-8-0 1562 is up front, with 2-8-2 2221 cut in seven cars back owing to bridge weight restrictions, as a freight climbs out of Zacatecas on March 3, 1963.





Framing the ex-NYC observation car on train 1 are the cab door and dynamic-braking bulge of EMD G16 7322 on train 2 as NdeM's Aztec Eagles meet at Escobedo on February 4, 1962.

EXPLORING

and in February 1962 he returned, this time to try to ride as many steam locomotives as he could. "In those days, you could just walk up to the engine and ask for a cab ride, and they would give you one." Although Bud doesn't speak Spanish, he was able to communicate and rode 16 locomotive cabs including steam, diesel, and electric. He kept copious notes. "One trip, on February 6, 1962, was on passenger train 102. I rode the cab of ex-Chicago & North Western class Z 2-8-0 1556, which was pulling 12 cars."

One memorable cab ride was on a two-unit set of the 1923 Alco-GE box-cab electrics. "I got on at Orizaba. The train had nine cars, which was just about the limit on that grade. We were riding up the hill, and all of a sudden the lights went out—we had lost power. The crew went back to the other unit, and I just sat there in the dark. It was nighttime, and it began to get cold. After sitting for half an hour or 45 minutes, I went back to the trailing electric to see what was going on. The crew was just sitting there, playing cards by the light of a



Mexican rails, 1962

0 50 100 200 300 400 500 miles

— Ferrocarriles Nacionales de Mexico
- - - Other railroads (not all shown)

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MEXICO

IN THE EARLY 60's

kerosene lantern! I went back to my cab, and after a few minutes the crew reappeared, opened the electrical cabinet, and pulled out a big piece of wood, like a two-by-four. They used it to push on a circuit breaker, and 'Zap!' all the power came on. I think the crew thought the power outage gave them a good chance to kill some time and have a little card game."

Another day, he rode an Autovia (self-propelled railcar) 50 miles from Mexico City to Tula, returning in the cab of an F7. He also rode 2-8-0's, 2-8-2's, and other diesels. Another ride was around the yard in Aguascalientes, in the cab of 4-6-4 2708, one of only 10 Hudsons in Mexico, built new for NdeM. The 2708 today is on display at Aguascalientes.

In February 1963, Bud made another trip south, but this time he had company—wife Anita. They were on their honeymoon, by car, and spent much of the time watching Mexican trains. They had met in Chicago, where Anita was secretary to the foreman at Santa Fe's 18th Street coach yard.

While taking night shots of steam en-



Acambaro-Mexico City accommodation train 32, with 4-6-2 2517, is in the siding at Tepetongo February 11, 1962, to meet daily Mexico City-Uruapan passenger 29, led by sister 2526.

Alco FA2's on a freight recede as the 16-car Aztec Eagle overtakes it at Chirimoya during the author's 10-hour, 40-minute cab ride on G16's 7321-7322 from San Luis Potosi to Mexico City.





Baldwin AS616 6806, with two dead F7's in tow bound for the San Luis Potosi shop, pauses at Salinas on February 15, 1962, with daily mixed train 351 from Aguascalientes.

EXPLORING

gines in the enginehouse at Irapuato, they saw a number plate, from 4-8-0 2856. They asked if they could have it, and the railroaders were happy to give it to them. After returning home, Bud found a book with a photo of 2856 in it. The engineer had painted the name "Anita" on the front of the locomotive, a good omen for their marriage! Anita and Bud are still together 39 years later, and she still accompanies him on many railroad trips.

They soon added two children to their family, and it would be 1973 before the parents would return to Mexico. Bud had changed jobs and cities as well. In 1969 he joined Illinois Central, moving on to the Soo Line in Minneapolis in 1971. He retired from Soo in 1999. On their 25th wedding anniversary in 1988, Bud and Anita returned to Mexico and have gone back almost every year since. As of mid-2002, he had been to Mexico 21 times and plans more trips. His goal is to ride in locomotives over every line in the country; he's at 57 rides and counting.

Bud counts many Mexican fans and rail-



Four of NdeM's 12 former Mexicano Alco-GE box-cab electrics wait at Orizaba on February 26, 1963, to handle a freight. The 3000-volt D.C. operation lasted into the 1970's.

Two Baldwin AS616's and a Centipede, plus four Alco RSD12's and some RS1's (next to the Centipede and at far right, rear) are around the new Monterrey shop on February 21, 1963.



MEXICO

IN THE EARLY 60's

roaders as friends, including Alex Torres, who was foreman at the now-closed diesel-rebuild and GE "Super 7" assembly shop in Empalme. On two occasions, Torres arranged to take an operational Alco PA, No. 17, out of storage for Bud and Anita to ride in the cab from Nogales to Empalme, 250 miles. (The 17 now is on display at a museum in Puebla.) Bud was also involved in helping acquire and move the trucks that have gone under the two ex-Santa Fe/D&H Alco PA's being restored by his friend Doyle McCormack in Oregon after the units returned to the U.S. from Mexico.

With the privatization of Mexican railroads in the 1990's, most lines now resemble those in the U.S., with high-horsepower diesels, welded rail, CTC, and intermodal and even RoadRailer trains. "But the people are basically the same as ever," Bud says. "They are just great people. We can knock on any door in Mexico and they will lay out the red carpet for you. If you have any problem, they will go out of their way to help. That, and the railroading, is what keeps me going back." ■



On February 16, 1962, NdeM 6402, one of its 14 3000 h.p. Centipedes, is serviced at San Luis Potosi. Baldwin built just 53 of the beasts in the late '40's, also for PRR and Seaboard.



Looking snappy in fresh paint, F2 6201 and a companion F2B switch their train at Escobedo on February 23, 1963. The 1350 h.p. units were later upgraded to 1500 h.p. F7 status.





Warrior

Flat-faced

L&N's Alco FA's represented a time when style still counted By Ron Flanary

STYLE IS VIRTUALLY ABSENT from today's high-horsepower, high-tech diesel freight behemoths. Flat slabs of steel fused into unimaginative but utilitarian shapes have replaced the esthetics of first-generation freight-diesel design.

Back in the imaginative, optimistic post-World War II years, style was still in fashion. Alco was rethinking the design for its upcoming line of road units after the experimental "Black Maria" freight cab set of 1945, which looked like the earlier DL109 passenger units. Raymond E. Patten, a design director of mainly household products at General Electric, Alco's partner in that era, designed Alco-GE's postwar passenger and freight locomotives, which came to be known as the PA and the FA. [The story of Patten's work on Alco-GE diesels has been told twice in *TRAINS*, in June 1975 and September 2001.]

Patten's goal was for the cab units' outline to be different at a glance from that of EMD's "bulldog-nose" E and F units. His approach centered on appearance, engineering limitations, and visibility for the engineer. The distinctive flat-nosed look for the Alco-GE cabs included a square grille around the headlight. The first examples of the FA freight locomotives, a three-unit demonstrator destined for the Gulf, Mobile & Ohio, hit the rails in January 1946. A few months later, the "stretch" version of the design, the passenger-service PA, rolled out of Schenectady for the Santa Fe.

Four years later, in Louisville, Ky., motive-power planners of my hometown road, Louisville & Nashville, had finally committed to total dieselization, a goal they would realize in November 1956. EMD figured heavily in L&N's change-

over, as for 13 years the "Old Reliable" bought roughly two EMD's for every one Alco. The Schenectady builder was well represented, though, and had been first to deliver a diesel to the L&N, 660 h.p. "high-hood" switcher No. 10, in 1939.

Coal-hauler L&N was not among early road-diesel converts, so its first Alco cabs were the second version, 1600 h.p. models FA2 and FB2; during 1952-56, L&N took 39 cabs and 14 boosters. Five more cabs, bought in 1952-53, had steam generators and so were model FPA2, but L&N considered them FA2's. These five normally worked on freights, but they also handled secondary passenger runs and were available for extra sections and the annual May barrage of Kentucky Derby specials to Louisville.

Until 1964, when L&N discontinued use of Automatic Train Control signal apparatus, its Alco fleet (the FA's and 107 RS3's—see "Best Engines We Ever Had," January 1998 *TRAINS*) operated primarily on the eastern reaches of the system: Cincinnati to Knoxville to Atlanta, the eastern Kentucky coal routes, and the Lebanon Branch that bridged L&N's two major north-south corridors to Louisville, home of the road's big backshop. (Smaller diesel shops that serviced Alcos were at Corbin, Ky., and Etowah, Tenn.).

All of L&N's FA's were delivered in the black-and-cream freight version of the attractive blue-and-cream designed by EMD for L&N's E6's. In 1958, though, frugal L&N embraced a radically simplified scheme for its road power: solid dark blue for passenger units and solid black for freight. Fortunately, this dismal "austerity" look gave way in 1963 to a far nicer gray and yellow, an image inspired by corporate affiliate Clinchfield.

Ever the bargain shopper, L&N in 1963 acquired secondhand Alcos in the wake of Lehigh & New England's abandonment and the Rutland's shutdown. Ten 1500 h.p. FA1 cabs and three FB1 boosters (plus seven RS3's and five S2's) from L&NE were simply relettered



RON FLANARY

Loyall, Ky., January 28, 1968: By author Flanary's 20th birthday, L&N FA's were rarely seen beyond Cincinnati-area transfer runs. His discovery of the 306, still painted black, on the point of road train 864 was a cause for celebration. Five months later, the 306 was retired.

Radnor Yard, Nashville, August 1965: Flat-faced FA2 368, in the new gray-and-yellow scheme and newly released to more systemwide use by a signaling change, leads two EMD F's and a Geep on a northbound freight in a J. Parker Lamb photo.



CHARLES B. CASTNER JR. PHOTO; L&N HISTORICAL SOCIETY COLLECTION

South Louisville, Ky., shop, July 29, 1963: A former Lehigh & New England RS3 and FA1, plus an ex-Rutland RS3, keep an L&N F7A company. Within two years, all three newcomers would be retired.



RON FLANARY

Wilhoit, Ky., May 30, 1965: Crewmen on 66's lead RS3, 138, and on FA2 314—leading two RS3's, a GP7, and another FA2 on 65—mug for the camera, and each other, during a meet in CTC territory.



RON FLANARY

Loyall, Ky., December 20, 1965: The head brakeman on through freight 65 swings down from FPA2 384 to make the cut for a pickup. Corbin-Norton freights normally filled out with coal tonnage here.

"L&N" and pressed into service in the L&NE's black-and-white scheme. (Likewise, the eight ex-Rutland RS3's stayed green and yellow.) None of the Northeastern transplants, however, were m.u.-compatible with L&N's units, so they seldom strayed far from Louisville. The "zebra" FA and FB1's were traded for new power in 1964-65.

There were three other FA "strangers." In 1966, to replace Alcos lost in wrecks, L&N added two ex-Frisco units, an FA1 and an FB2, both repowered by SLSF with an EMD 567B prime mover. The following year, L&N's South Louisville Shops dropped an EMD engine into an FB2, a transplant that wasn't repeated.

On a road noted for locomotive diversity, L&N's Alco FA2's and FB2's stood out as favorites. Of 622 such units built for North American railroads, L&N's fleet of 58 was significant, if far from the largest (New York Central had 130). L&N had the only FA and FB2's in the South, although pioneering GM&O, neighbor Tennessee Central, and Seaboard Air Line had the earlier FA and FB1's.

With most of L&N's Alco cabs concentrated on the eastern ("my") side of the system, I was able to see and photograph them in their salad days. An FA2 bearing down on a grade crossing captured my attention much quicker than an F7. The heavy Alco brow and square jaw was a more prized quarry than any EMD. The horns often helped, too—many of the FA's were equipped with the melodious Hancock air whistle. But the "dipped black" scheme was a downer, and by the time the FA2's were painted in the gray and yellow, they were in the twilight of their service lives. Thanks to



R. D. SHARPLESS PHOTO; F. E. ARDREY JR. COLLECTION

some accommodating engine crews, I was able to make a few cab rides on these classics, fondly remembered "rare miles" indeed!

The FA's, alas, had a brief service life on the Old Reliable, the first ones being retired in 1963 after just 11 years of work. L&N FA2 321 had been the last domestic cab unit that Alco built, rolling out of Schenectady in 1956. By late 1969, all of L&N's FA's were gone except the 315, which expired in early 1970 after rolling its last miles in transfer service in Cincinnati.

Three FB2's would be refitted as radio-receiver cars for mid-train remote-motive-power use in a short-lived experiment, and six of the FA2's that L&N had traded in to GE on new power went to the Long Island Rail Road for conversion to cab-control power cars. (Long Island 604, formerly L&N 314, survives at the Illinois Railway Museum.)

But on the L&N, the era when style still counted in freight diesel design—when the flat-faced Alco warriors negotiated the nation's only mainline switch-back at Hagans, Va., and lugged coal drags out of Corbin, Ky., and helped RS3 and EMD cousins move fast road freights to Nashville or East St. Louis—was over. ■

See vintage Alco diesels in action today on the latest CLASSIC TRAINS video program, *Amazing Alcos*. To order a copy or view an excerpt, go to our website, www.classictrainsmag.com



Kennesaw, Ga., August 15, 1953: A southbound NC&StL mixed trailing a Jim Crow combine holds NC's recently lengthened passing siding as northbound L&N 42 rolls by in the charge of two FA2's.



J. PARKER LAMB

Nashville, Tenn., August 1965: Alcos 317 and 214 rumble north across the Cumberland River bridge high above Shelby Park on the Radnor freight cut-off, to the east of the passenger line via downtown.



Last train on the

Thanks to a timely call from a friend,
I was able to chase D&RGW's finale

By Al Chione • Photos by the author

FOR DENVER & RIO GRANDE WESTERN'S Alamosa-to-Durango line, the last big segment of what once had been Colorado's "narrow-gauge empire," 1968 had started with ominous overtones. "The Grande" was finally giving up on the 3-foot-gauge, having on the previous September 18 filed a petition with the Interstate Commerce Commission to eliminate the third rail from the dual-gauge Alamosa-to-Antonito



narrow-gauge

Los Pinos siding, 3:55 p.m., Thursday

portion and to abandon the entire line west from Antonito through Chama, N. Mex., to Durango. Also included was the Farmington (N. Mex.) branch, but excluded was the Durango-to-Silverton line, which would continue to operate for tourists. The abandonment was a foregone conclusion—the only item of conjecture was when the last train would run.

The 1968 season, what there was to be of it,

I waded in through waist-deep drifts and waited . . . and waited. Finally I could see the engines as they neared the siding across the valley from me.

started on April 23 with a snowy doubleheaded break-in run from Alamosa to Laya Tank and return with 2-8-2's 476 and 478, two of the three regular K-28-class Silverton passenger-train locomotives, which had been shipped over the winter at Alamosa. The same day, K-37 498 pulled a string



Alamosa yard, 7:15 a.m., Thursday

Still showing some of the reddish paint from its movie work, K-36 483 trails K-28 473 as they pass the 481 in heading to their train.

of empty cars from Durango to Gato, to remove them from the cluttered yard at Durango, returning with just a caboose. On May 28, the 476 and 478 took a one-day through freight of pipe from Alamosa to Durango, changing crews at Chama. The pipe was moved on to Farmington the following week. Two substantial freights operated in June, but only one each in July and August, plus a work train from Alamosa to Phantom Curve, west of Sublette, and return on August 19. The last true freight train on the narrow-gauge ran on August 31 when K-36 483 made a Farmington Turn.

September saw only trains operated to assist with two movies, *Butch Cassidy and the Sundance Kid*, starring Paul Newman and Robert Redford, and *The Good Guys and the Bad Guys*, starring Robert Mitchum. Several other movie trains operated out of Chama in October, but the only "through train" was the other K-28, 473, which ran light from Durango to Chama on October 9, then on to Alamosa the next day. The 473 immediately went into the Alamosa backshop for a complete over-



Antonito, 9:45 a.m., Thursday

haul, and when this work was completed, the shops were closed.

Even as the abandonment proceedings were under way, a last-ditch effort to save the line was being made. On November 23-24, a four-car inspection special operated from Durango to Alamosa, overnighing in Chama, for the National Park Service. The consist was engine 483, a caboose, a coach, a combine, and business car B-7. I followed this train, the last eastbound move-

With the 473 having finished its "break-in run," the 483 now is up front so its plow can battle snow, and coal and water are taken on.

ment out of Durango, on both days; it appeared everyone on the train was enjoying the trip, but unfortunately, nothing substantive ever came of it. (The Antonito-Chama segment ultimately would be saved, of course, and today operates as the Cumbres & Toltec Scenic Railroad.)

I WAS FORTUNATE to have a friend in Alamosa at the time, and one in the right place at the right time. A.M. Ficci was the D&RGW operator there (he also served as dispatcher), and on Wednesday afternoon, December 4, 1968, I received a call from him. The word had come down from Denver to move the 473 and the three cars from the November inspection train back to Durango. K-37 481, shopped but not

subsequently used, was to be added to the consist. The instructions were to operate the train the next day, because a winter storm was expected over the Conejos Mountains in a few days. The crews were called, and departure was set for 7 the next morning.

After an uncomfortable and slippery drive from Mogote and Sublette, I didn't have to wait long before the train rolled through.

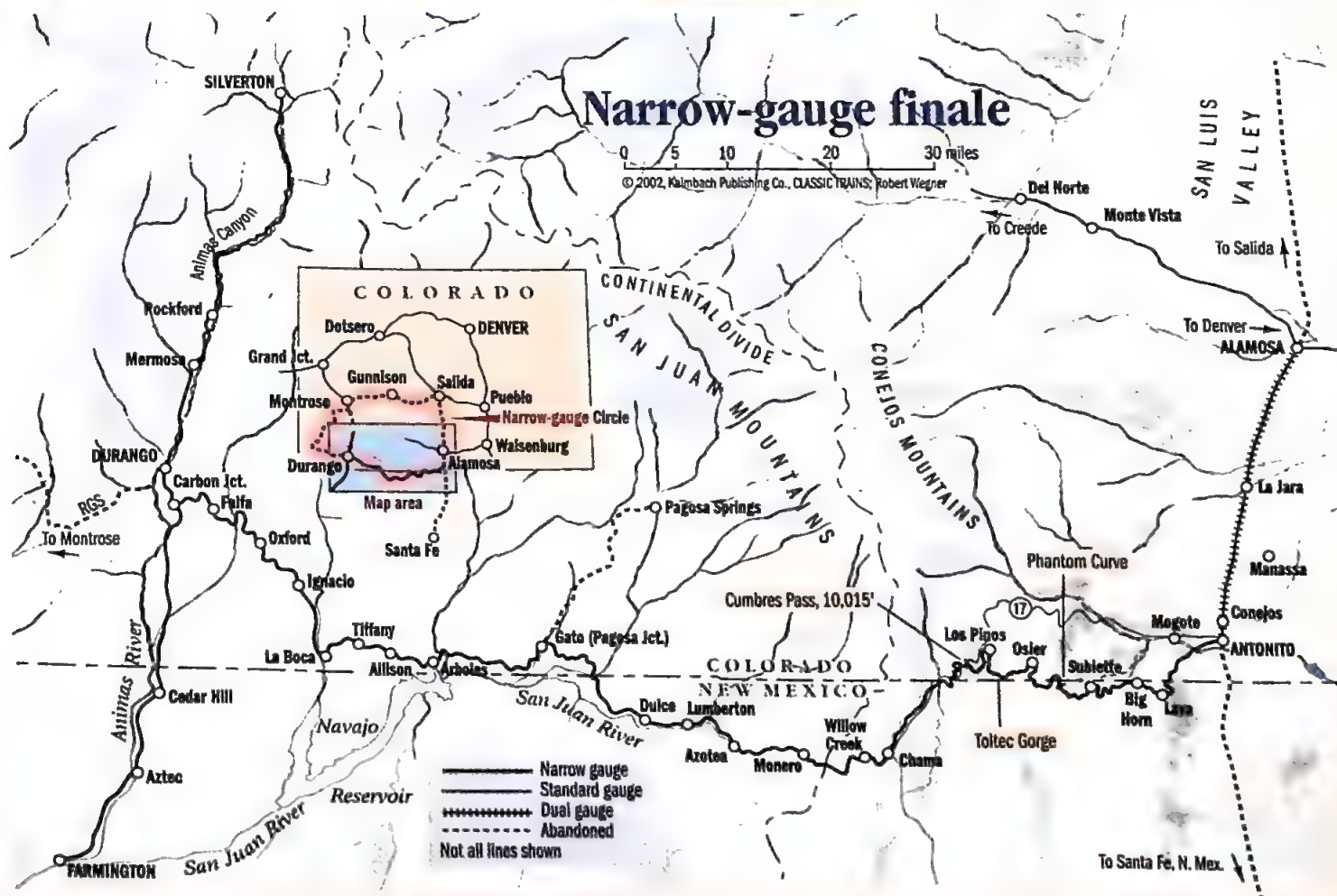
West of Big Horn, noon, Thursday

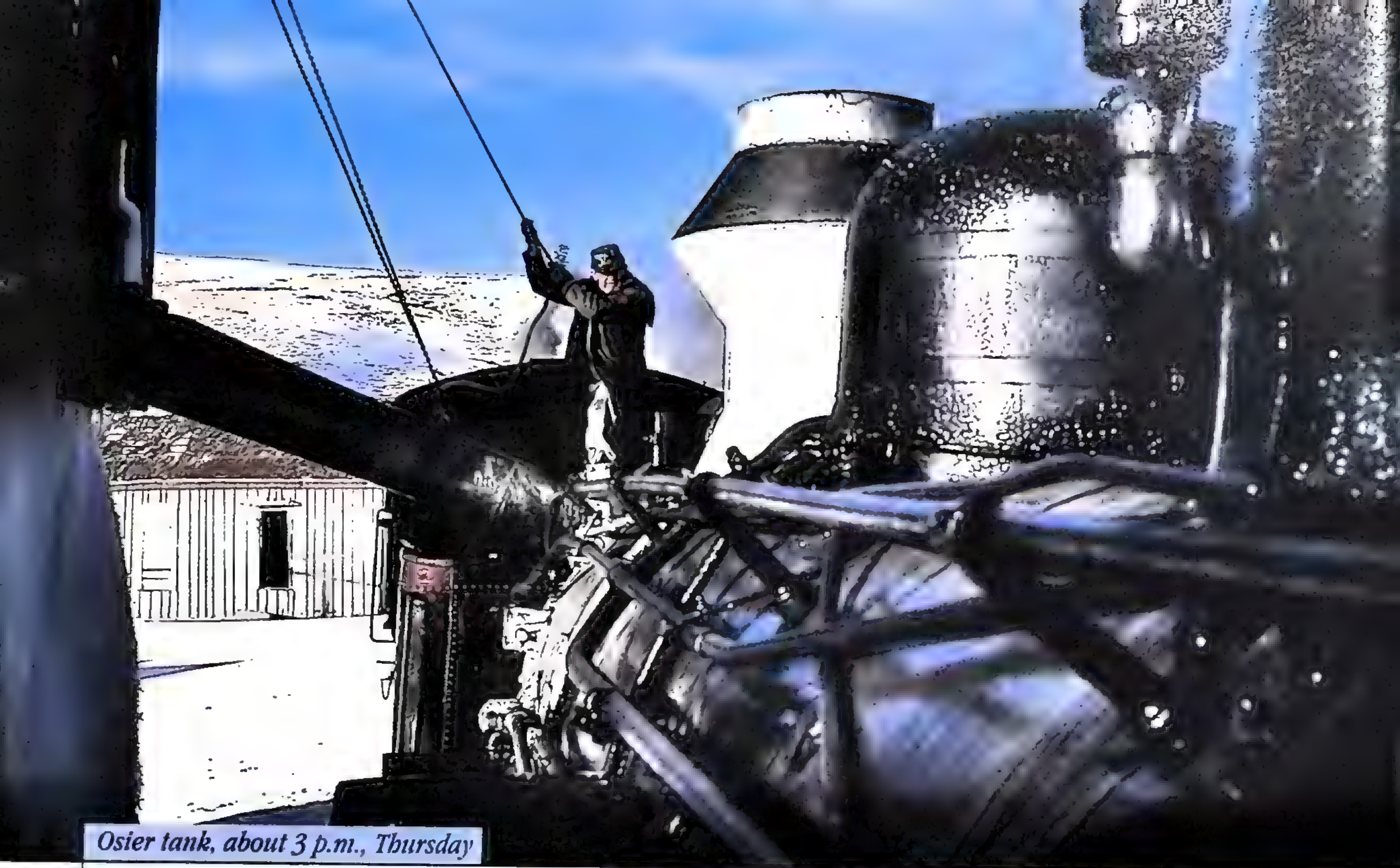


The 473, just out of the shop, would make its break-in run from Alamosa to Antonito, accompanied by several shop crewmen. The 483, equipped with a pilot plow, would lead west of Antonito because of drifting snow in several places from Big Horn west. Our phone conversation was brief. I thanked him for the information. Almost as an afterthought, he "dropped a big one" on me, saying, "You'd better get this one, because Denver says that it will be the last one."

I'd been saving a couple of days' vacation time for the upcoming Christmas holidays, but I figured that, with luck, I would have more Christmas holidays and vacation time later, whereas this might well be the end of the narrow-gauge, at least beyond the Silverton Branch. Fortunately my wife, Bernie, agreed, so I grabbed a few hours sleep and left our home near Denver in the dead of night for Alamosa, 200 miles away. Other than the temperature, December 5 was the kind of day all photographers wish for: crystal clear, but 15 degrees below zero, par for the course for Alamosa and the San Luis Valley. I arrived just as the sun was coming up.

At about 7:15, the two engines moved from the roundhouse through





Osier tank, about 3 p.m., Thursday

Road Foreman Jim Pearce fills up the tank of the 483 in a photo by 473's fireman, who said, "we pretty near froze to death here."

Alamosa's downtown yard to their train, which was sitting in front of the depot. The 473 was on the point, with engineer Lee Otteson and fireman Stan Smith; the 483 had engineer Eldon Morgan and fireman Jim Shawcroft. In the caboose was the mayor of Manassa, Colo., Harley Gilliland, whose day job was D&RGW conductor. Also riding the train was Road Foreman of Engines Jim Pearce. The train's consist was five boxcars, 481 being hauled dead-in-consist, four more boxcars, a flat-bottom gondola containing locomotive flues, the three passenger cars from the Park Service special, and three cabooses bringing up the rear.

The 481 had been shopped a couple of years before, but it had not been needed owing to the dwindling operations and pending abandonment. It was bound for Durango, the thought being that with some bridgework, it might be able to be used on the Silverton branch. (This would not occur until the Rio Grande sold the line in 1981.) The boxcars had been added for braking on Cumbres Pass.

After coupling onto their train and

performing the necessary air-brake test, both engines whistled off at 7:45. So the 473 could be monitored correctly, the train stopped about every five miles for bearings and various fittings to be checked. A minor injector problem developed at La Jara, but this was soon corrected and they were on their way, arriving at Antonito at 9:30. The 483 was moved to the point, and then it was time to take on coal and water. With that accomplished, the crews grabbed a



Los Pinos tank, 4 p.m., Thursday

Light was fading when the train passed me. I'd waded in from my truck through deep drifts, but only 4 inches of snow covered the track.

quick cup of coffee at the Cumbres Café, climbed aboard, and the train left town.

I drove west on Highway 17 to the little town of Mogote, turning south on a "travel at your own risk" unimproved road to Sublette, N.Mex. The ground was covered with 2 to 4 inches of snow. After I arrived at Sublette, I decided to

STAN SMITH

attempt to get through to Big Horn. Now, the road from Sublette to Big Horn made the one from Mogote to Sublette look like an Interstate, but after an uncomfortable and slippery 5-mile drive, I didn't have to wait long before 473 and 483 rolled through, kicking small drifts off the tracks. I had to use chains on my truck to get in.

By the time I got back to Sublette, the train was stopped at the water plug. It was 1 p.m., and everyone was taking a lunch break. Just before leaving, brakeman Denny Cummins cut down a spruce tree, and loaded it on the roof of caboose 0540. He cut this tree for his mother, who lived in Durango. The train

left Sublette at 1:45; ahead, in deepening snow, were Toltec, Osier, and Los Pinos.

Los Pinos was the next accessible place for photographs. I waded out to Los Pinos tank in knee-deep to waist-deep snowdrifts, and waited. And waited! At about 3:45, the sounds of an "in and out of sync" steam doubleheader grew louder and louder. Finally I could see the engines as they approached Los Pinos siding, across the snow-covered valley from me [see lead photo]. They had encountered some snow, but not

There must've been as much water, as ice, on the outside of Chama tank as on the inside. How cold was it? Overnight, 473's ashpan froze!

Chama, N.Mex., yard, 8 a.m., Friday



enough to cause any trouble. Their slow pace from Sublette was due to making two more inspections of the 473, which by now was putting on an all-star performance. Daylight was beginning to fade as they passed my location.

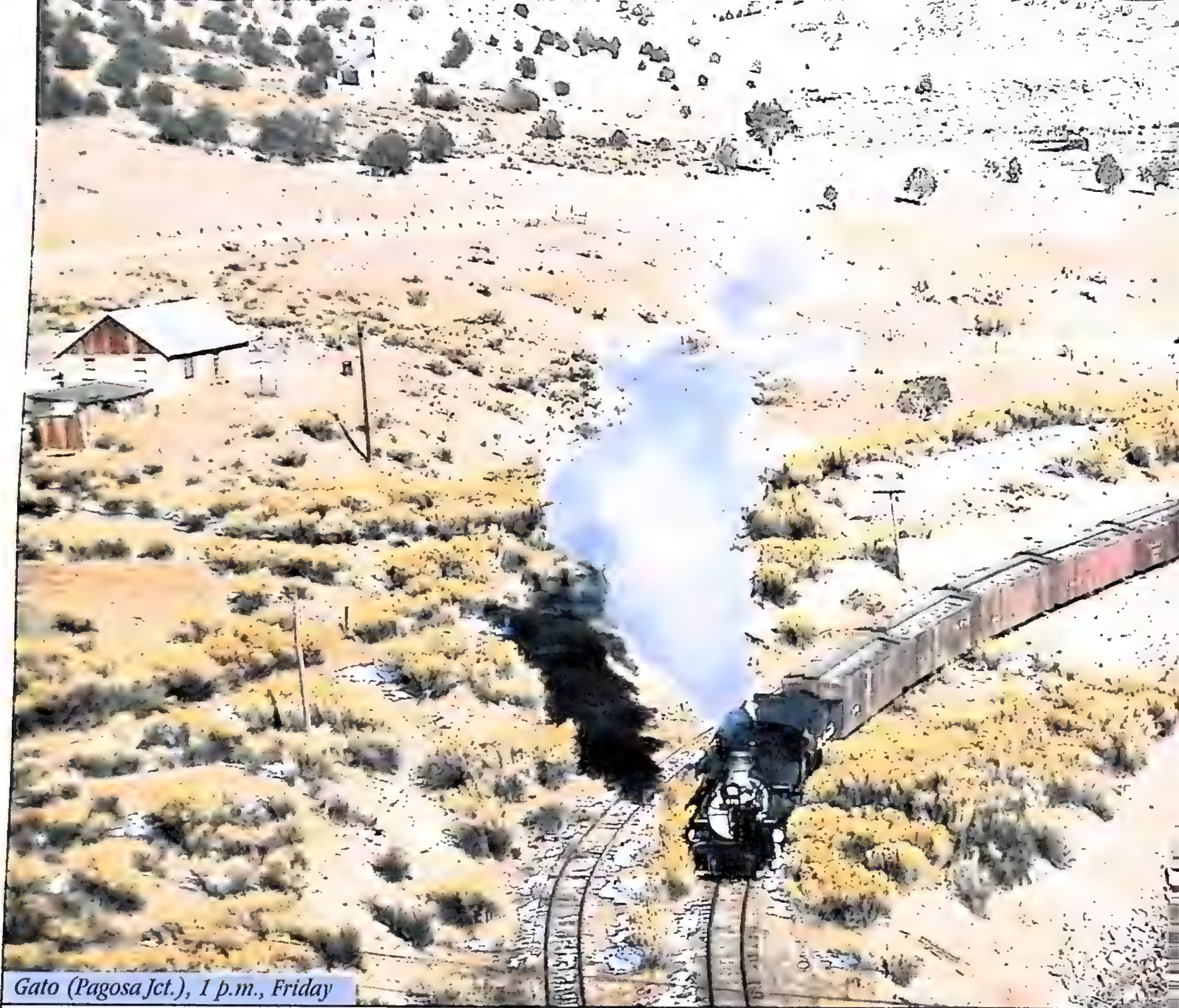
After the train passed, I made my way back through the snow to my truck, and caught up with them at Cumbres as the sun was setting. The 483 cut off and ran light down Cumbres Pass, breaking a trail through a foot or more of snow in places. Fifteen minutes later, the 473 followed with the train. By 6 p.m., the entire entourage was in Chama. The crews turned their charges over to an engine watchman, and most of them retired to Foster's Hotel. I joined them, and a great evening was had by all.

FRIDAY, DECEMBER 6, had weather that repeated the day before—clear. However, my friend Tom Klinger, who drove down from Denver the night before, and I received a firsthand lesson in meteorological conditions. Folks, Chama is a lot colder than Alamosa. As proof, consider that 473's ashpan froze! Yes, it just plain froze—remember, there was a fire sitting right above the ashpan. In order to thaw everything out, a fire was built between the rails and 473 was backed over it. There was no hostler—the train crews took care of all duties. There must have been as much water, in the form of ice, on the outside of Chama water tank as there was inside it. Both engines were serviced, then 483 was taken to the wye and turned.

Atop caboose 0540 is a spruce, cut at Sublette the day before by brakeman Denny Cummins as a Christmas tree for his mother in Durango.

Continental Divide, 9:30, Friday





Gato (Pagosa Jct.), 1 p.m., Friday

In later years, Gato, where the Pagosa Springs branch used to diverge north, equaled lunch for the crews, and water for the locomotives.

Almost simultaneously with the departure of 473 westward, 483 would leave eastward for Alamosa with two cabooses in tow. The extra caboose, added for the trip in both directions over Cumbres Pass, contained extra bedding and food in case weather or mechanical problems might strand the crew. This day, such would not happen, and after a brief stop at Sublette to pick up two cars, the trek on to Alamosa would be uneventful.

While 483 pattered around the east end of Chama yard, Extra 473 West was reconfigured. Behind the 473 were five boxcars, the 481, the gon full of flues, the three passenger cars, and caboose 0540 complete with the Christmas tree. Shortly after 8:30, engineer Andy Payne

cracked the throttle, and the last west-bound train out of Chama—ever—was on its way. The only photographers present were Ernie Robart of Albuquerque, Jeff Stebbins of Taos, Al Morrison of Sunday River Productions, Tom Klinger, and me. As the morning progressed, the weather warmed up a little and the pace was leisurely, thanks partly to the 481, which was clanking along not too unlike a hippopotamus with side rods.

After 87 years, D&RGW's narrow-gauge operations (except for the Silverton, of course) had come down to this train. The rails through Willow Creek and Azotea, with their substantial livestock loading facilities; Monero, with its tank and coal dock; Lumberton, which took its name from extensive timber operations there; and Dulce, tribal headquarters for the Jacarilla Apache Nation, now would only await the scrapper.

In the later years of the narrow-gauge, Gato equaled lunch for the crews, and today would be no exception. The engines took on water there as well, and after about 45 minutes, 473 headed west along the frozen banks of the San Juan River. The trip continued through Arboles, Allison, and Tiffany. The last water stop of the day took place at La Boca, where both locomotives also were given a final check.

At a little after 3 p.m., the train was on its way again, with only 32 miles to go. Ignacio, Oxford, and Florida were next in line. The sun set at Falfa, and the seven-mile run to Carbon Junction occurred in twilight. It was dark as the train pulled up in front of the Durango depot. The 473 cut off and went to the roundhouse.

It was over. After thousands of trains and millions of miles, there would be no



more. One task remained for the crew—they unloaded Mrs. Cummins' Christmas tree, placed it in a pick-up truck, and delivered it to her that night. Ernie, Jeff, Tom, and I got some dinner and piled into rooms at the Brookside Court (still in business today) for a good night's sleep. The next day, we all left for home.

Rio Grande management, incidentally, had it right, weatherwise. The Monday after we left, a tremendous storm hit the Durango and Alamosa areas, dumping two or more feet of wind-driven snow over much of the region. And when Christmas came, I called in sick and got my two days' vacation anyway! ■

At Falfa, a "golden hour" photo, as we'd call it today, was made at sunset, the last daylight image of the last Alamosa-Durango train.



Falfa, 4:15 p.m., Friday

An engineer's engineer

By Don Angle



BILL WOOLVERTON PHOTO, BILL KUEBLER COLLECTION

Northern Pacific's Jack Woolverton
knew how to run fast, stop smooth,
and stay on time

EVERY RAILROAD SHOULD HAVE BEEN BLESSED to have an engineer like Jack Woolverton of the Northern Pacific. I first came to know Jack in the years 1925-26, when I was a very young boy in Emigrant, Mont., where my father was station agent. Jack was one of the first engineers to give me a ride in the cab of a steam locomotive, and it was the beginning of a memorable relationship.

Those first rides with Jack were on NP trains 217 and 218 between Emigrant and Gardiner, Mont., as well as aboard switchers in the yards. Later, as I grew up and left Emigrant for a time, I did not see him again until I hired out on the NP in July 1941.

By mid-1944 I often fired for Jack on trains 1 and 2, the *North Coast Limited*, between Livingston and Butte. Although I would get bumped off this run several times, by fall 1944 I was a regular engineer.

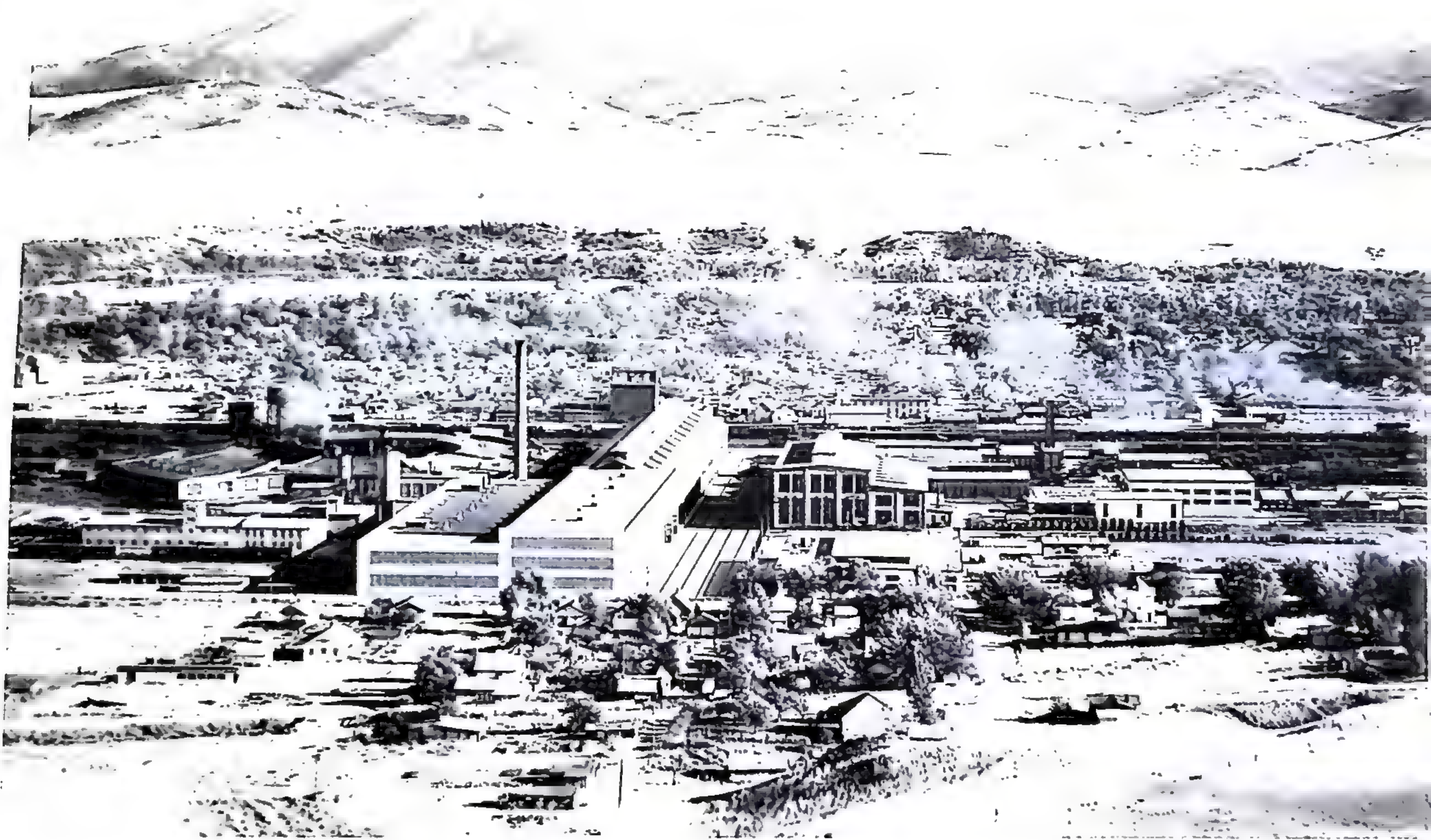
A typical day with Jack began at 6:45 a.m., when we were called at Livingston for No. 1. After doing the necessary chores around our A-3 class 4-8-4 at the engine terminal, a switch engine (or "herder," as we called it) took us up to the lead track to the main line at the west end of the coach yard, to await the arrival of No. 1. After the arriving engine—usually an A-4—was removed from the train, we put ours on. During this interval I used the stoker to build up the fire.

After the conductor gave us the "proceed" signal we left Livingston with the reverse lever down in the corner of the quadrant as we crossed 5th Street. As this point, Jack had the throttle wide open and he'd regulate the reverse lever on the quadrant, as well as conduct a running brake test and open up the valve for the feedwater heater.

Soon we came up to the hump switch at the yard. By this time Jack would be working the en-

Surely Jack Woolverton
(seen opposite at Liv-
ingston, Mont., ready to
leave on an A-2 with train
1 in 1939) spent some
time at the throttle of
A-3 2662, shown climbing
the 1.8 percent grade out
of Hoppers Tunnel, 10
miles west of Livingston,
with the *North Coast Lim-
ited* on February 8, 1947.
Photo by W.R. McGee.





NORTHERN PACIFIC: W.R. MCGEE

Steam still holds sway in this 1945 view of Livingston Shops as a locomotive (center left in photo) moves onto the turntable inside the nearly full-circle roundhouse. Class A-2 2650 (opposite page) leads the second section of train 1 through Rocky Canyon near Bozeman.

gine to its full capacity, with the back pressure gauge reading 15 pounds. As we proceeded up the long lead approaching the 1.8 percent grade out of town, Jack again would check the reverse lever setting and, if necessary, adjust it. By now I'd have the boiler steam pressure at 260 pounds.

We proceeded up the hill to the west switch at Muir and paused for another air-brake test before entering the east portal of Bozeman Tunnel. Jack would ease up on the throttle to allow our rear-end helper engine to push us through, reducing the smoke from our locomotive. Then we'd stop at the west end to cut off the helper.

Descending the west side of Bozeman Hill, Jack used the drifting throttle, if our engine was so equipped. If not, he would open the main throttle slightly to lubricate the cylinders and help control the train slack, often making light air-brake applications.

After reaching the bottom of the hill, Jack got our train up to 70 or 75 mph. Before long he would reduce to 50 mph before reaching the 45-mph curve west of Mount Ellis, then set the air at the east switch at Bozeman as he approached the station. Jack always stopped smoothly at the west end of the depot, making it easy for baggage and mail people to work the head end, and giving passengers a short walk to the depot and parking lot.

Departing Bozeman, I'd have the fire in order and the steam pressure at 255 pounds so I was ready when Jack opened the main throttle for some real speed. By the time he went over Griffin Street crossing, 1 mile west of the station stop, we were doing 50-55 mph. Then the fun began. If he were on time, he'd roll us through Old Story siding and on down through Belgrade and Manhattan at 70-75 mph. If we were late, we might get up to 85-90. By the time we arrived at Logan, Jack could pick up 20 minutes of late time on our schedule from Livingston.

At Logan, Jack spotted the engine at the water crane. As a rule, I would take a full tank of water. Soon we'd be ready to leave, and Jack would open the upper coal gates so I could clamber forward down the coal pile into the cab. He'd also have a fire laid for me. All I had to do was to top off what he had done with more coal from the stoker.

Jack left Logan in the same manner he did Bozeman, working the engine hard to get the train up to speed. Our next slowdown was the 45-mph speed board for the curve and bridge over the Madison River and Jefferson River. He had a particular spot after he had crossed this bridge where he knew the end of the train had crossed, and he could boost train speed with a full throttle and use of the reverse lever. From this point up to

Willow Creek he attained speeds of 75-80 mph, even higher if he was running late, until we reached the advance speed warning sign of 45 mph at old Ingleside, 2 miles east of Sappington.

Jack would go through the slow curve grudgingly, then maintain 50 mph over the crossing of the Milwaukee Road. Soon we entered Jefferson Canyon, maintaining 40-50 mph. We would encounter the last speed board approaching La Hood Park and hit straight track into Cardwell. The 7 miles between Cardwell and Whitehall was all straight—another chance to make up time.

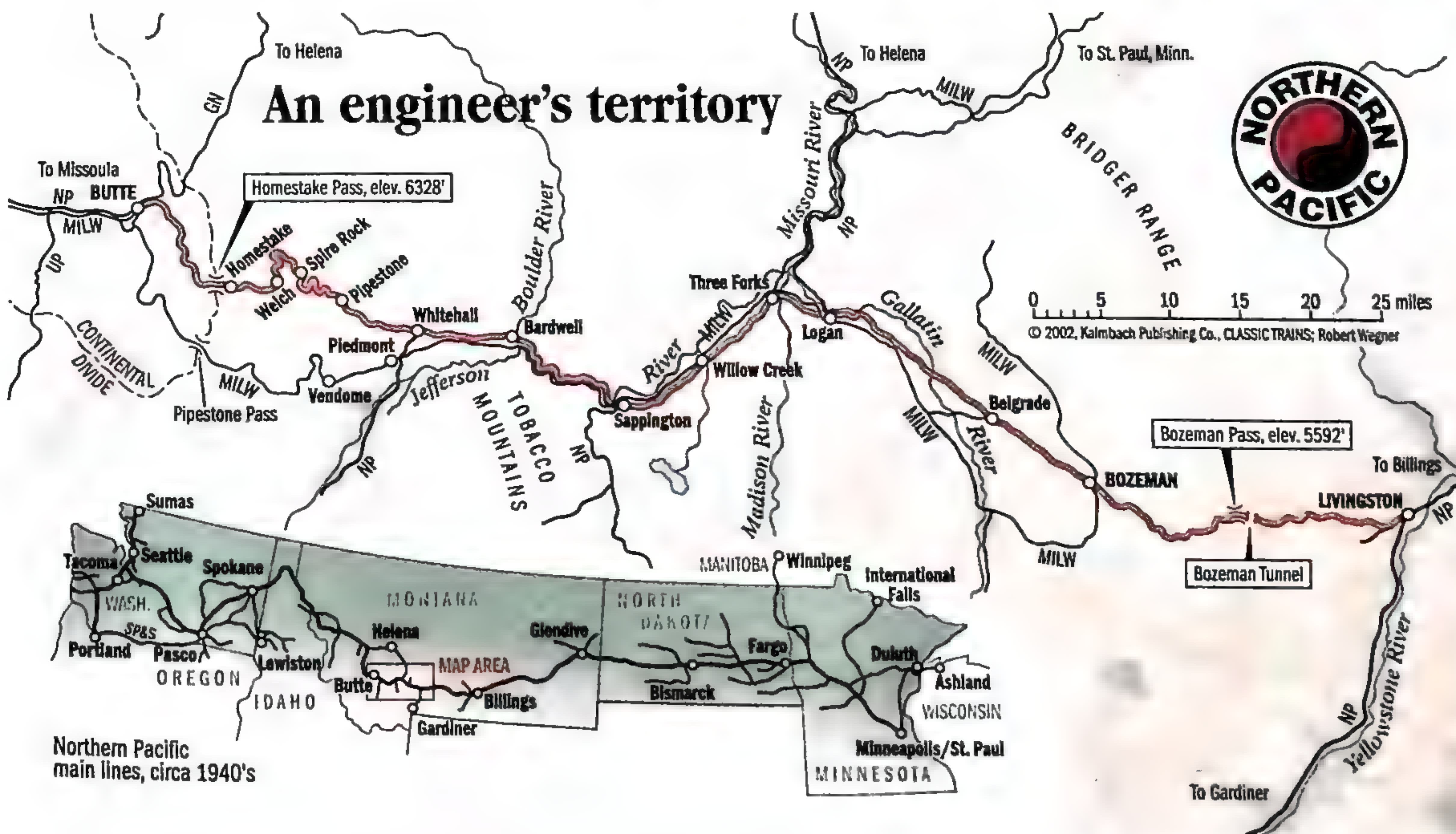
Whitehall brought another smooth station stop. Jack spotted the engine at the water crane again, and I topped off the tank: the engine would need all the water it could get to make the next water stop, at Butte. This done, we proceeded to the coal dock. As I recall, Jack had worked out a system with the coal dock operator by which we could take coal "on the fly," never stopping fully.

There was no appreciable grade out of Whitehall, so Jack's habit was to use a half-open throttle and the reverse lever set at half-stroke on its quadrant. Soon we'd approach the mountain grade at Blackstone, location of the old spur between Whitehall and Pipestone. Jack worked the engine here as he did out of Livingston: 15 pounds on the back-pressure gauge. I cleaned the fire while ascending between Pipestone and Spire Rock, and there was a place to dump the ash pans 1.5 miles east of Spire Rock. I could dispose of the ash by rocking the grates and letting the engine exhaust help shake things loose. I'd also run some water on the ash pans to cool everything down.

Beyond Spire Rock, Jack would vary the position of the reverse lever and keep the throttle fully



R.V. NIXON





open. When the rail was slippery between Spire Rock and Welch, I would go out on the running board to the sand dome and dig some sand loose to ensure we had it when we needed it. Between running the engine, firing, and freeing up the sand, Jack and I had our hands full. However, we made it work, losing little time on the mountain.

The distance from Whitehall to the summit at Homestake was 23 miles, which Jack would make in 44 minutes provided he had a good rail. The

last 10 miles from Homestake to Butte was normally covered in 16 minutes. Thus we departed Livingston at 8:20 a.m., 1 hour, 10 minutes late, and arrived in Butte on time at 12:20 p.m.

The return trip had its interesting moments. For instance, Skones trestle, known officially as Bridge 63, west of Homestake, presented us with a 12-degree curve with a 25 mph speed restriction. Jack always stuck to the speed limit on this bridge. Then, at Tunnel No. 3, the east portal led



into a left-hand curve and then into a right-hand curve, back to back. On occasion, when Jack was running late, I could feel the left side of the A-3 rise slightly, then settle back down as the engine went into the left-hand curve. The first time this happened he looked over at me and said, "Got you scared kid?" He was smiling, and I smiled back.

Running eastbound out of Whitehall gave us a chance to go head to head, so to speak, with the Milwaukee Road. After watering the engine, Jack would ask me if I heard Milwaukee train 16 at Piedmont. Whether I could hear it would govern our speed leaving Whitehall. With fast track between Whitehall and Cardwell, I'd sometimes egg Jack on, telling him that train 16 was going to beat us to the Sappington bridge over the Milwaukee. Again, he'd just smile. Rest assured, it was a fast, smooth ride through Jefferson Canyon. And the Milwaukee train never beat him.

Photographer Ron Nixon once said that he recalled the way Jack would come into the station, still doing 40 mph when he went by the relay office, where Ron worked. Jack would have a big smile on his face as he roared into town to make a perfect stop. Ron said other engineers simply could not do what Jack could do. They'd either stop short at the lunchroom, or, in some instances, run by the stop altogether and have to back up. Not Jack, though. His approach to air brakes was simple: "Whiz it's on and whiz it's off."

It was always a pleasure to work with Jack Woolverton. He never spoke in a cross manner, and never had a bad word to say about anyone. Many of the engine- and train-handling practices I used to prepare me for promotion were patterned after him. They worked well for me. ■

On February 8, 1947, just two months before its dieselization, the westbound *North Coast Limited* climbs the grade 3 miles out of Livingston with 4-8-4 2662 up front and a 2-8-2 helper on the rear. At Muir, 2-8-2 1757 pushes the second section of train 1, including cars full of Navy recruits, near the top of Bozeman Pass in November 1940.



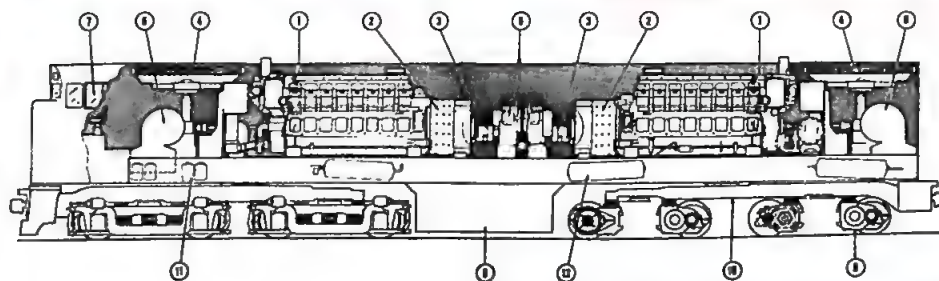
1963: Dieseldom's swingin' second generation



ABOVE: EMD; BELOW: GE



DON SIMS



BIG MOVES FROM THE BIG THREE: With the railroads hungry for bigger, more sophisticated locomotives to replace the first-generation models that had vanquished steam, diesel builders EMD, General Electric, and Alco introduce some bold new designs. EMD rolls out its 35-series, encompassing the 2500 h.p. GP35 and 5000 h.p. double-engine DD35. GE also fields a double diesel, the 5000 h.p. U50, a distinctive beast with a high, forward-mounted cab and a B-B+B-B wheel arrangement. (Only UP and SP buy the big guys.) Alco Products, on the ropes since GE bumped it to No. 3, launches what would prove to be its last family of diesels: the Century series. Models C420, C424, and C628 first leave Schenectady in '63.

JUICE JACKS, NEW AND USED: General Electric delivers the last of 66 E44 electrics to the Pennsylvania Railroad in what turns out to be the last large order for freight electrics in North America. The New Haven, meanwhile, after trying all-diesel freight operations, acquires from Norfolk & Western the 12 GE E33 freight motors N&W got when it took over the Virginian Railway.

BULLDOG BOWS OUT: In December, EMD completes Union Pacific E9A No. 914, the last of more than 5600 diesels built since 1939 with the rounded "bulldog" nose.



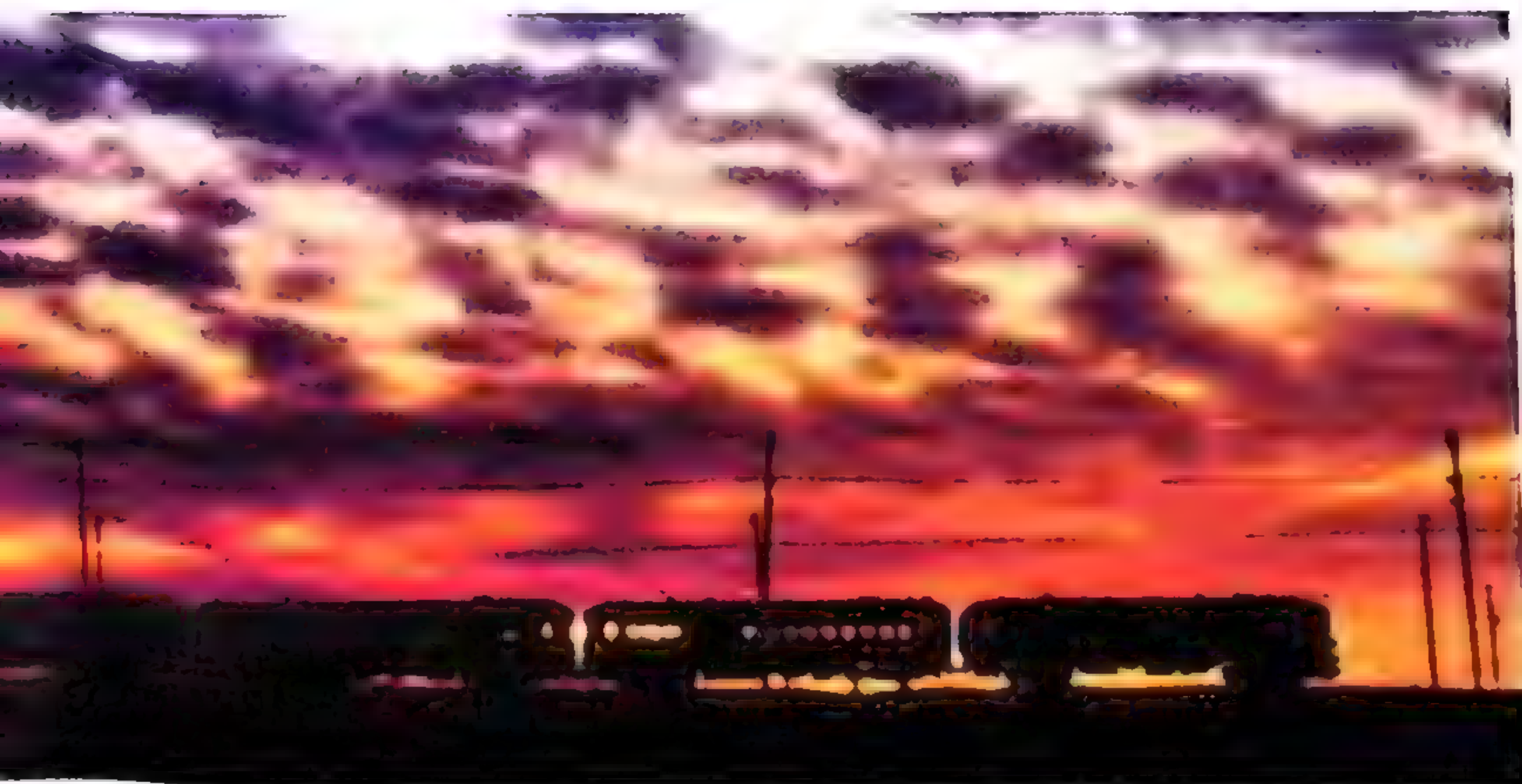
SOUTHERN RAILWAY

STRIKE! Unions strike Florida East Coast, igniting a bitter, multi-year conflict that sees sabotage, management crews, and adoption of bare-bones practices that would be a template for the industry in the 1980's.

ODDS AND ENDS: ACF unveils an experimental 85-foot boxcar for auto parts. In keeping with practice of the day, the "hy-cube" prototype has a roofwalk! . . . The beautifully named CNJ-RDG *Queen of the Valley* makes its last Jersey City-Harrisburg run. . . . Rio Grande builds two steel coaches to spell old wooden cars on its Silverton tourist trains.

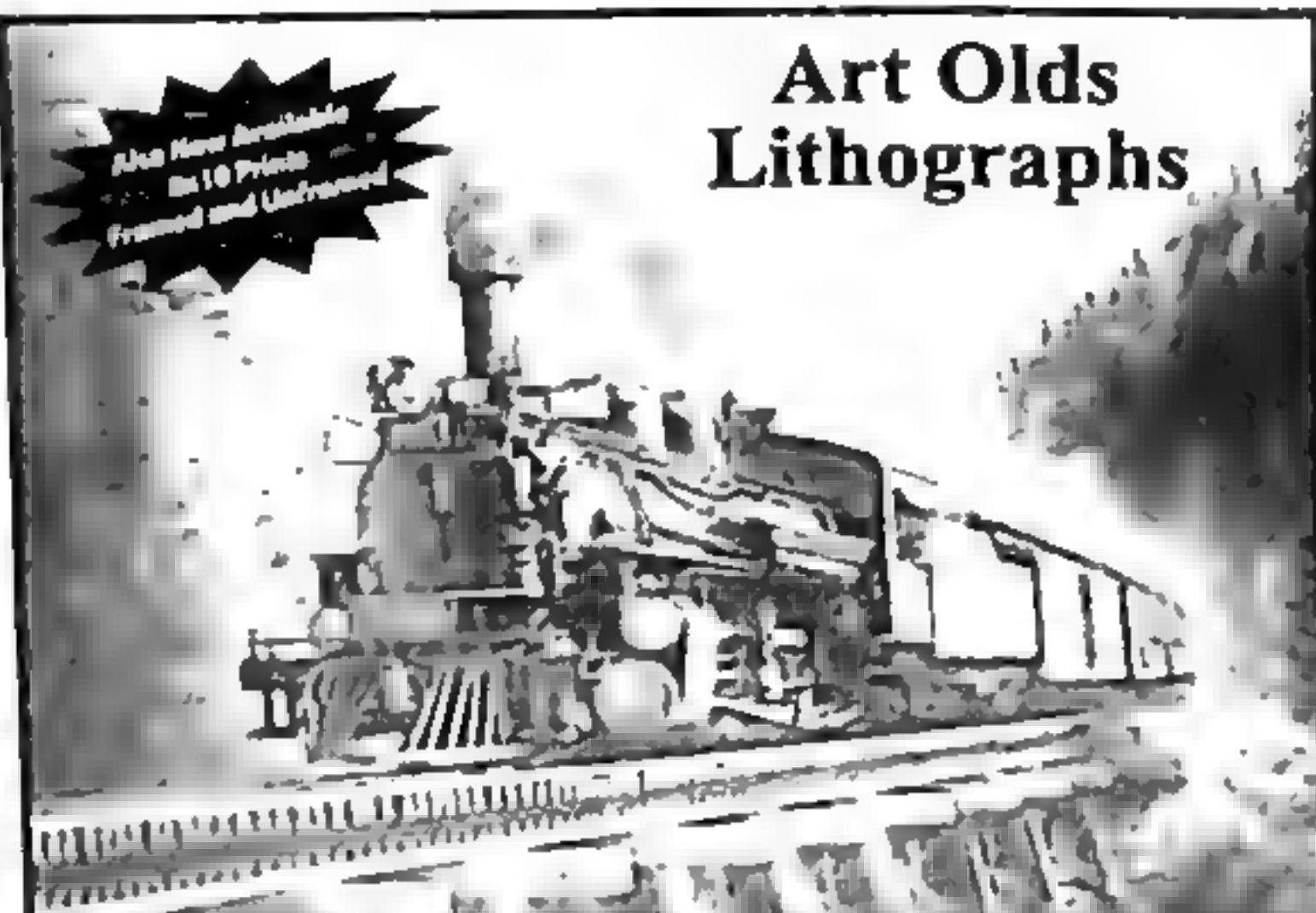
DAYLIGHT IN THE HOLE: Southern Railway completes a \$35 million improvement project on its tunnel- and curve-ridden Cincinnati, New Orleans & Texas Pacific—a.k.a. the "Rathole." Work on the Cincinnati-Chattanooga line includes 140-foot-deep cuts, 210-foot-high fills, and 25 miles of new track.

TRACTION UPS AND DOWNS: In downtown Fort Worth, a brand-new trolley line opens to ferry shoppers from parking lots to Leonard's department store. But elsewhere the traction tide is ebbing, as streetcar service ends in Los Angeles and, on January 21, the sun sets for good on the once-mighty Chicago North Shore & Milwaukee.



A. C. KALMBACH PHOTO; ENHANCEMENT BY CHUCK BRAASCH

Art Olds Lithographs



Denver & Rio Grande Engine #475
Approaching Silverton with the Needle Mountains in the background.

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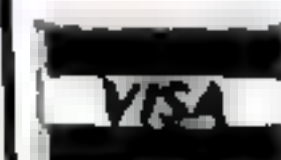
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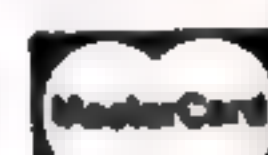
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Spreading my wings from SN Junction

My dream job on the Erie at this busy Ohio tower couldn't last, as things turned out, but I'd succumbed to the romance of the high iron



IN 1961 MY DREAM CAME TRUE. For the past six months or so I had been hanging out at various towers on the Erie Railroad's Mahoning Division, especially SN Junction in Leavittsburg, Ohio, just west of my hometown of Warren. (The merger with the Lackawanna had just taken place, and things had not yet changed much on that part of the former Erie.)

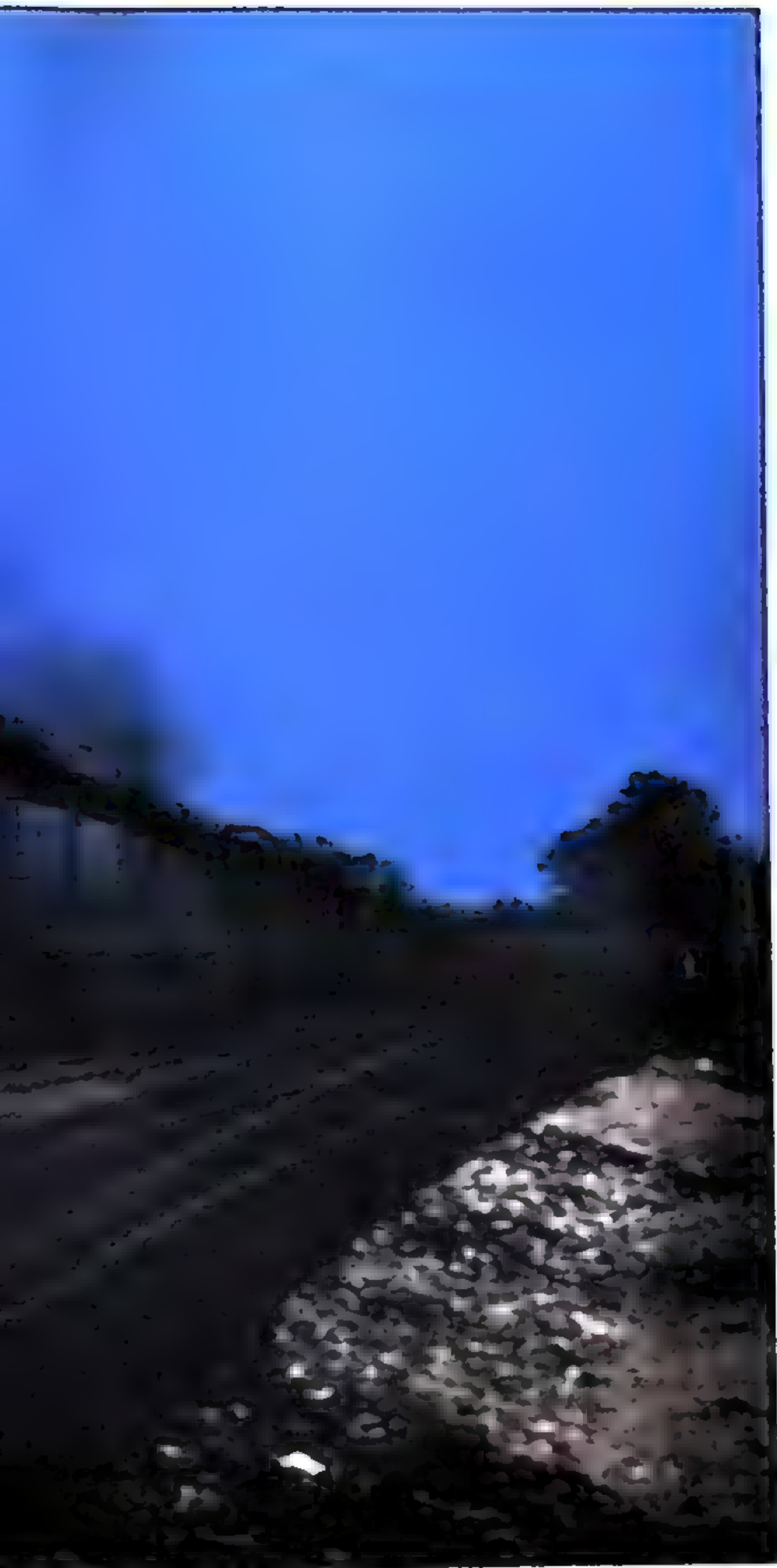
I was a student at John Carroll University at the time, but my fondest hope was to hold a summer job as an operator. That day finally came, when—through the auspices of a friend—I was hired by the chief in Youngstown as a new telegrapher. I eagerly looked forward to a railroad career and to hell

with college (to my parents' dismay). Armed with a trip pass, I was walking on air when I boarded No. 8, the *Atlantic Express*, the following morning in Warren to go Meadville, Pa., for a series of pre-employment tests. I returned that afternoon on No. 7, smug in the knowledge that I was on my way to becoming a real operator in the tradition of rail fiction hero Eddie Sand.

For obvious reasons, SN was my first assignment. One of about six interlockings on the Mahoning Division, SN was also the busiest. It controlled the crossing of the First District (Transfer, Pa., to Cleveland via Youngstown and Warren) with the Second District (Kent, Ohio, to Meadville via Courtland, Ohio) with a mechanical 47-lever interlocking

plant (including two double slips). It was also home to an old Union Switch & Signal CTC machine that controlled the 35 miles of single track between SN and Transfer usually referred to as the "Cutoff," which bypassed the congested steel-related industrial areas of Warren and Youngstown.

A dozen passenger trains a day rolled over SN's double slips: three each way between Youngstown and Cleveland and another three each way on the main line between Chicago and New Jersey. To that, add a daily eastbound freight diet of at least two 100's, four or five 98's, two or three 74's—all hotshots, along with 178, 192, 162, 78, and coal and ore trains out of Cleveland for Youngstown. The westbound line-up was a little



J. DAVID ENGLISH

On a hot afternoon in August 1960, the year before the author began his Erie employment there, five Alcos thundered west past SN with a 99.

lighter, but it included three or four 99's, 77, 187, 161, 177, and usually several "ordinaries"—Erie lingo for westbound "dead freights," mostly empties headed back toward western connections.

And of course, we could always count on a couple of empty hopper trains to Cleveland. On top of this were the yard engines, the Courtland run, the Warren run, the Kent wayfreight—more than I can remember—wanting time on the main here, crossing over there. This was industrial America, and Warren and Youngstown were in the middle of it all.

By any definition, SN was busy. The

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The Way It Was

only thing it lacked was train orders, which were used only when reversing a passenger train around a freight ("single-lining," as the Erie called it). Still, there was an order board—a red tin for 31's and a yellow one for 19's, enhanced at night by a red or yellow kerosene lantern. This was a fairly common arrangement on Eastern railroads on their multiple-track sections where traditional semaphore or color-light train-order signals were rare. A pad of 19's and Form A's were always at hand along with order hoops, just in case.

I broke in on third trick. The first train was Cleveland-Youngstown 686, the remnant of the *Evening Steel King*, which once went all the way to Pittsburgh. Then 161 showed up. This was a Cleveland-Kent freight, double-caboosed, which ran around his train in the siding and then headed west. There was, on most nights, an ore train out of Cleveland, always in the charge of the six-axle Baldwin road-switchers that had directly replaced the R-class 2-10-2's.

A little after midnight, No. 1, the *Erie Limited*, hit the bell on its nightly voyage to Chicago. Then the 74's started to show. These were Erie's hotshots—along with the 100's and the 98's. There were at least three and sometimes four, and they bypassed Warren and Youngstown via the Second District. This kept you busy at the CTC machine, as there was a much-used passing siding midway at Johnsons, and you also controlled the junction with the First District at Pyramtuning. Of course, there were always those pesky yard jobs and switch runs to hound you, too.

A couple of westbounds were always in the picture—a 77 perhaps, and an 89 or an ordinary. On the First District, 187 popped up. This was a Meadville-Cleveland train called the "Moocher" because he set out and picked up cars every-

where. A returning empty hopper train was a certainty, the dispatcher hoping he could make North Randall ahead of 629, the early-morning Youngstown-Cleveland plug local whose Alco RS3 and five coaches clattered by SN about 6:30 or so. A little before transfer time, No. 8 hit the bell, and by then the first-trick man was climbing the stairs.

This routine went on for five nights. I was then pronounced fit and qualified to work SN, and I was ready to learn the rest of the jobs. This was one heck of a lot more exciting than academia.

But then disaster struck: I was medically disqualified. I was nearsighted, and the Erie did not hire operators who wore glasses. Needless to say, I was destroyed. Oh, I tried to get it reversed, but to no avail. My Erie Railroad career was over. I tried the others in the area—PRR, NYC, B&O—but no one else was hiring, and I spent the summer unemployed and broken-hearted.

But I was determined. I had succumbed to the romance of the high iron, and the following year I got a job as a towerman on the Rock Island in Chicago. I did get my degree and worked summers as an operator on the Nickel Plate and Pennsy, and eventually went into the NYC's Management Training program. Since my Erie days, I've also earned paychecks signed by Amtrak, Illinois Central, Southern Pacific, and now BNSF—my last stop on a railroad career that seemed moribund in 1961.

SN, and the Erie, no longer exist. The track at SN has been gone for years, a victim of not only Conrail, but also the demise of the industrial heartland. When my father passed away several years ago, I drove by to see if anything remained, but there was nothing left but a foundation, not even enough to rekindle memories of that wonderful week now 41 summers ago.—W. L. Gwyer

Showtime in Pasadena

"The bark of those locomotives . . . was a sound I have never forgotten"

I LIVED IN PASADENA, CALIF., during the final days of steam on the Santa Fe. I particularly remember the 3776-class 4-8-4's built by Baldwin in 1941. These were big, strong, fast, and very beautiful.

In those days, passenger trains used a single-track line from Los Angeles to Pasadena and on to San Bernardino. The Los Angeles-Pasadena section ran generally north on a ruling grade of 1



STAN KISTLER

"Big, beautiful" Santa Fe 4-8-4 3779 talks it up through Pasadena's Lamanda Park on June 16, 1945, with First 3, the California Limited for L.A.

percent including the station area and a sharp curve.

Eastbound, at Pasadena those big engines would work steam right up until the mid-section of the train was abreast of the station building, then the engineer would use his air to stop the train gently against a partly open throttle. On starting, he'd open his throttle (experience told him how far) and then slowly release his air brakes, giving his train a smooth, no-jerk start.

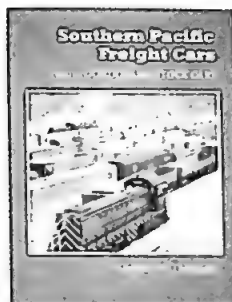
The bark of those locomotives as they picked up the load and got into that sharp curve—still on the grade—was a sound I have never forgotten. As the curve ended, so did the grade, and then came a flatland run on good roadbed of 80 mph or better to San Bernardino and the foot of Cajon Pass.

—Harold E. Ahlers

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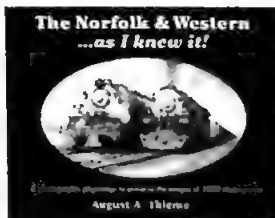


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The Way It Was

home Canadian Pacific rails out of Toronto. For us, the train was CPR's nameless workaday No. 25, leaving daily at 10:30 (reading as 9:30 in the days when timetables were printed in Standard Time regardless of the time of year) for a nine-hour odyssey to Sudbury, Ontario, with 53 stops en route. Stop number 36 was Pointe-au-Baril, the jumping-off point for our summer cottage amidst the enchanted isles of Georgian Bay, hence the importance of No. 25 in our family folklore.

Our annual northward trek on 25 was a very different one in 1949, when I was 10. My father had been felled by a heart attack the previous March and, like all First Things after such an event, a journey that should have been sheer delight, with an ambiance parallel to that of Christmas morning, was instead tainted by the sorrow that haunted us without mercy. Father and I had done considerable train-watching together and, in a time when the word "interactive" was still long in the future, every train journey was accompanied by a CPR timetable, a vigil for passing trains, and debarkations at division points to watch the oiling and watering of the locomotive. Therefore, in my own effort to stay in touch with normalcy, I brought along the latest timetable and resolved to carry on as usual.

Robert Plant would not write "Stairway to Heaven" for the better part of 30 years, but the title could certainly apply to the flight of steps leading up to Track 9 of Toronto's august Union Station and to that first glimpse of the burgundy-red consist of No. 25 standing to our left. Once we were stowed aboard, it had been Father's and my custom to go up front, look at the engine, and see that it was properly groomed and prepared for its most important assignment of the year. Father was gone now, but Mother, good sport that she was, went forward with me.

Sentiment and association aside, and despite its lack of a name, No. 25 was a stylish train indeed. Assigned as motive power was usually one of CPR's small but elegant (and nearly new) 1200-series Pacifics. The train itself consisted of a couple of head-end cars, a heavyweight coach for local passen-

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gers, a couple of vaguely British-looking lightweights for through service, and a parlor-diner-observation car with a brass-railed rear platform and a striped awning. Trailing behind were two wooden coaches to be cut off at Ypres to take military personnel to and from Camp Borden. All this was duly noted, in the battle against the terrible bubble of sadness lodged in my chest, as were the baggage carts laden with ice for air-conditioning and grimy sacks of Royal Mail being put aboard a pea-green Canadian National mail car on an adjacent track.

"All aboaaaard!" Those were words of magic, of sorcery, for they made the train go, and go it did, ambling out of Union Station, past the familiar landmarks of the Toronto Abattoir, the Massey-Harris tractor factory, and an industry of indeterminate purpose called

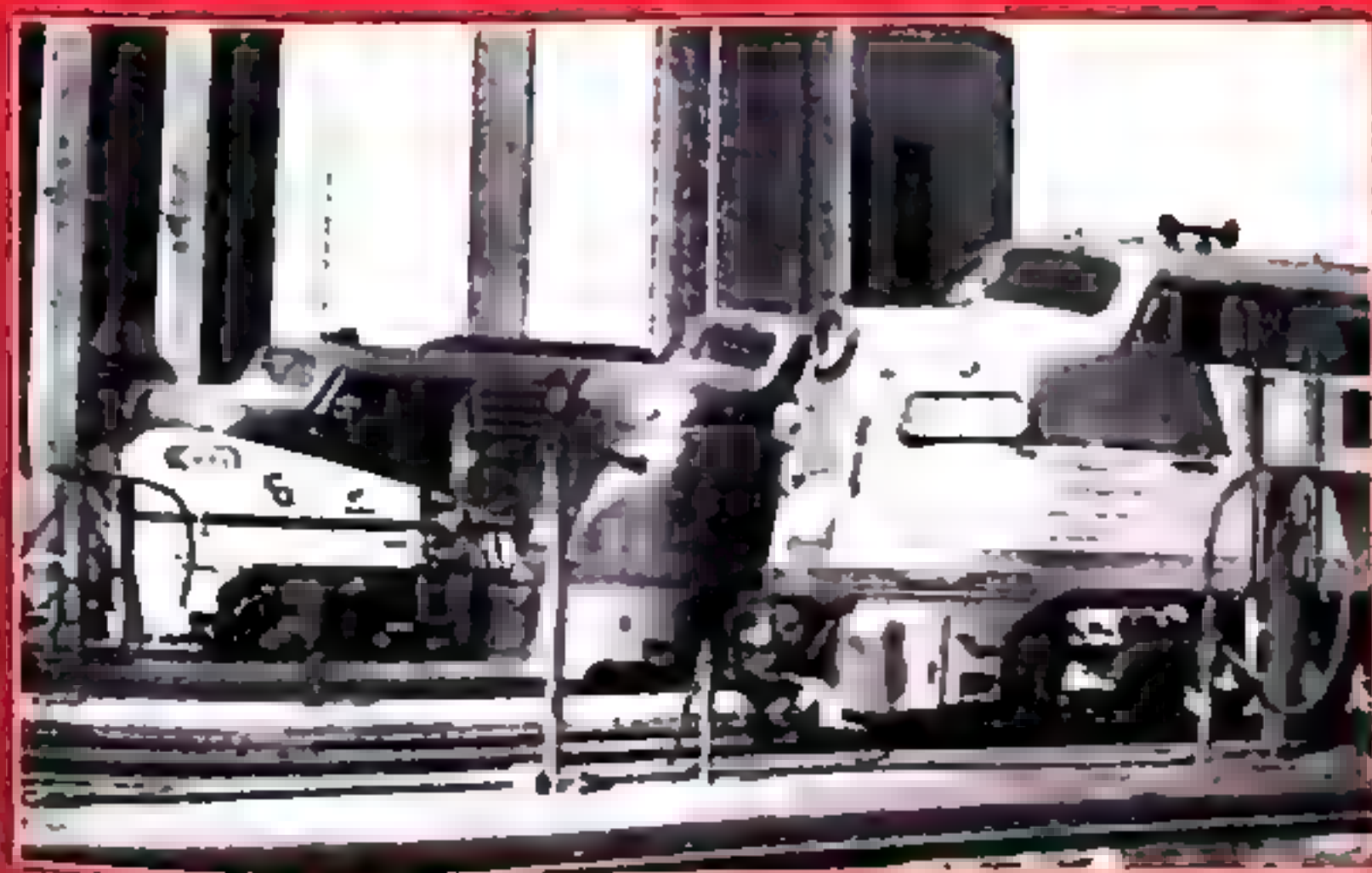
the Canadian Hanson and van Winkel Co. Ltd. The suburban stops of Parkdale, West Toronto, and Weston were put behind. Then 25 entered its element, puffing along the single iron of the Mactier Subdivision, in pursuit, as author Lucius Beebe would have put it, of its homely occasions. A meet with a hulking 5300-series Mikado at Bolton with a stone train; cattle fleeing across fields from the fiendish iron horse; smoke shadows chasing each other over the pastures and woodlots; dusty pickups stopped at country crossings—all these sights helped to pass the time agreeably and to ease my loss for a brief while.

In those golden days of rail travel, there was what was called a "news butcher," a curious term that suggests dismemberment of magazines. The news butcher was the bringer of many

good things: the major Toronto newspapers, *Maclean's* magazine (the Canadian counterpart to *Time*), and for the 10-year-old stomach, raucously a-growl with hunger by mid-morning, fresh sandwiches in wax-paper envelopes decorated with the CPR beaver-and-shield emblem. His carrier cart clinked with bottles of Orange Crush and Muskoka Dry ginger ale.

No. 25's news butcher was the same man year after year. He was a wiry little fellow, slightly stooped, and quite dark in complexion. He may have been black or part black, I really don't know, but no matter. He did have a phenomenal memory and, as it turned out, a heart of the purest gold. I believe his name was Harry Taylor, but we are at too much remove (Lucius Beebe again!) from the event to be absolutely certain. However, we'll go with Harry

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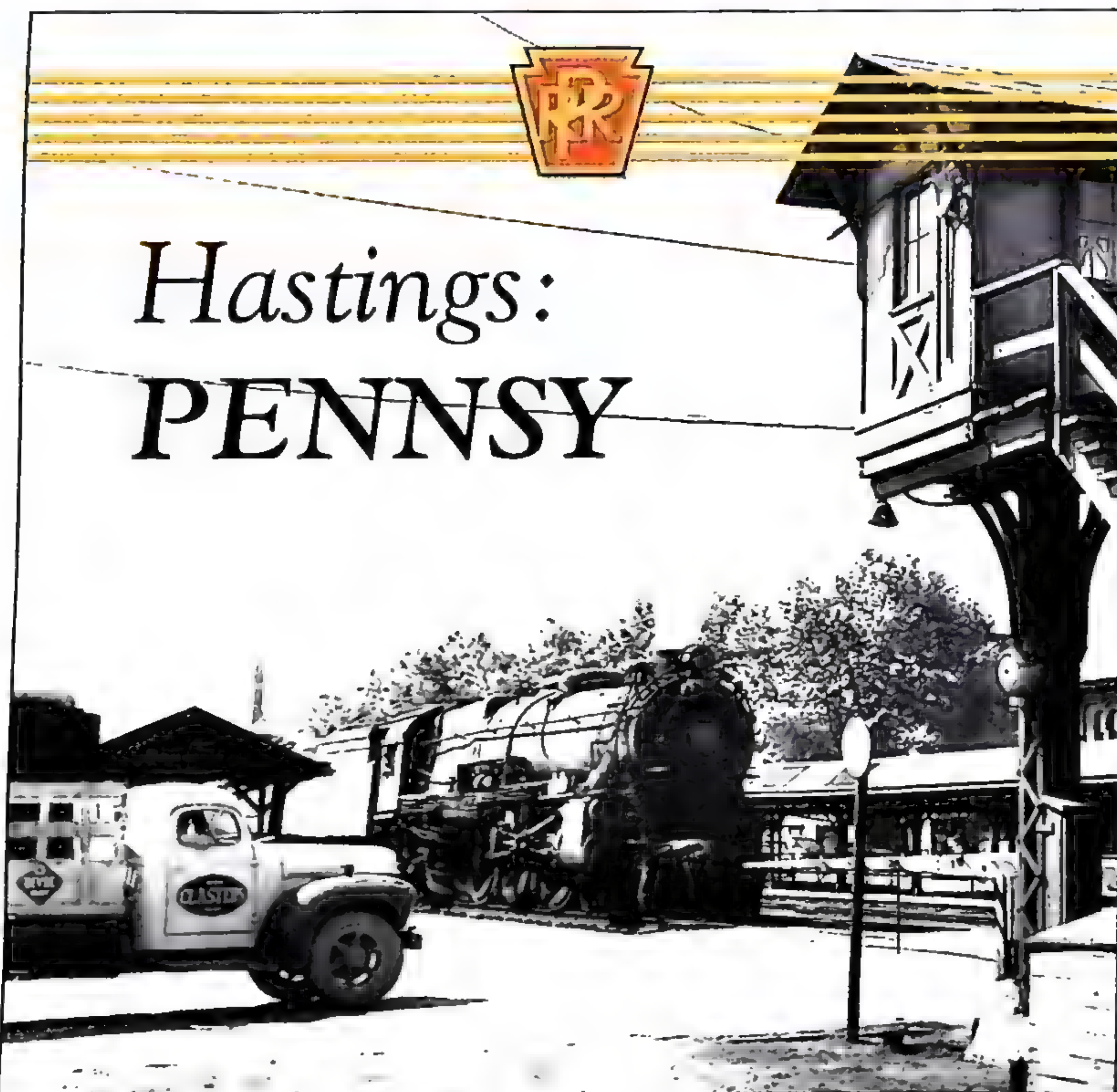
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The Way It Was

Taylor; it works far better than The Unknown News Butcher.

Year after year, Mr. Taylor had said hello to us, of whom there were four: the parents, me, and my sister, Deirdre. This year, there were only three, a fact that didn't escape Mr. Taylor when he came around. He said his usual "Good morning, nice to see you again," then frowned and said to Mother, "Where's that nice young man who is always with you?"

"He died in March," said Mother quietly.

"Oh, my dear, I'm so sorry. What happened?" From some people, this would have been an intrusion. From Mr. Taylor, it was like talking to a neighbor.

"It was a heart attack," explained Mother.

"Oh, what a shame. Such a nice young chap. I'm really sorry. My condolences. Can I get anything for you folks today?"

"I'm O.K.," said Deirdre.

"Nothing for me, thank you," said Mother. "Steven?"

"Oh, yeah, a ham sandwich. And an Orange Crush."

Mother cleared her throat ever so slightly.

"Please."

I took the beautiful, fresh sandwich (no plastic-wrap embalming then) and the chill, sweating bottle. Mr. Beebe was welcome to Sherry's or Delmonico's. I had my CPR ham sandwich and an Orange Crush, my own precious viand and rare vintage.

"How much do I owe you?" asked Mother.

Mr. Taylor paused a moment. And then, "Nothing, my dear. This one is on the house."

"But . . ."

But nothing. Mr. Taylor was already on his way through the cars, incanting, "Globe and Mail, Toronto Star, magazines, sandwiches, and drinks . . ."

I have witnessed and received many kindnesses in my life. But there never was one quite in the same league as Mr. Taylor's gesture of sympathy to a bereft 10-year-old and his mother on CPR No. 25 on that long-vanished forenoon.

—Steven Duff

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The Way It Was

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The Rutland Railroad had a crossing on its Bellows Falls line between the villages of Cavendish and Gassetts, Vt., in Duttonsville Gulf, at Densmore Road (milepost B-20.69). This crossing acquired a name derived from local lore, one seldom used by anyone other than railroad employees.

Back in the late 1930's or '40's, when railroads still had section gangs, it was the custom of the track-gang foreman to send the newest member of the crew to get drinking water from nearby farms in the area where they happened to be working. The regulars especially anticipated this chore when they were working the track in "the Gulf" near Densmore Road. The nearest house to the crossing was down the hill a couple of hundred yards, a red-brick and fieldstone structure dating from Colonial times. The new man would innocently agree to take the water bucket down to the house to be filled, as he had already done numerous times before at other farms. However, what awaited him here was not the usual cordial Vermont hospitality.

As he approached the door, sometimes even before having had a chance to knock, it would be flung open by an old, long-gray-haired, arm-flailing, hunched-over, screaming, witch-like woman who would lunge toward him

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from the opening. The rest of the gang, anxiously watching from up the road, would be bent over double in laughter, knowing full well what was taking place as the unsuspecting water boy came racing up the road, usually without the bucket.

Today this part of the old Rutland is run by the Green Mountain Railway, a division of the Vermont Railway System. But more than half a century after their predecessors coined the name for the poor soul who is undoubtedly long gone, railroaders still call this place "Crazy Woman Crossing."

—Jim Shaughnessy

Mission accomplished

Thanks to Mom, Dad, and the New Haven

THE NEW HAVEN RAILROAD was the perfect pike for a young railroad enthusiast. Station agents and block operators always would take the time to talk and tell me about what would be arriving next. Train crews were professional, yet friendly, and often willing to let me ride in the locomotive cab with them.

But these benefits could also present problems. After the completion of one of those cab rides to a point some miles away, the telephone call home usually went like this: "Hi, Mom? I'm at (several possibilities here) station. Can you come pick me up?" And she always did. Like most young teenagers, I thought my parents were pretty strict. More than three decades later I realize how tolerant they were. I also realize they must have trusted me (and the railroaders who befriended me) quite a bit. My mom also could be counted on to drive me to stations when I actually planned one of these train rides with my growing number of engineer and fireman friends.

I grew up along NH's Hartford Line, the busy 62-mile route between New Haven, Conn., and Springfield, Mass. By the time I was able to identify locomotive types, most of the Hartford Line's many passenger trains were handled by the EMD dual-mode elec-

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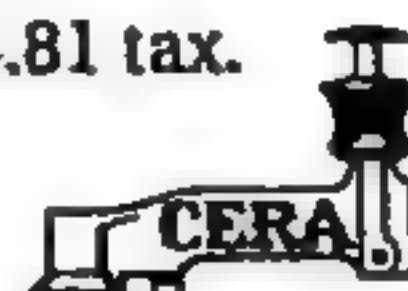
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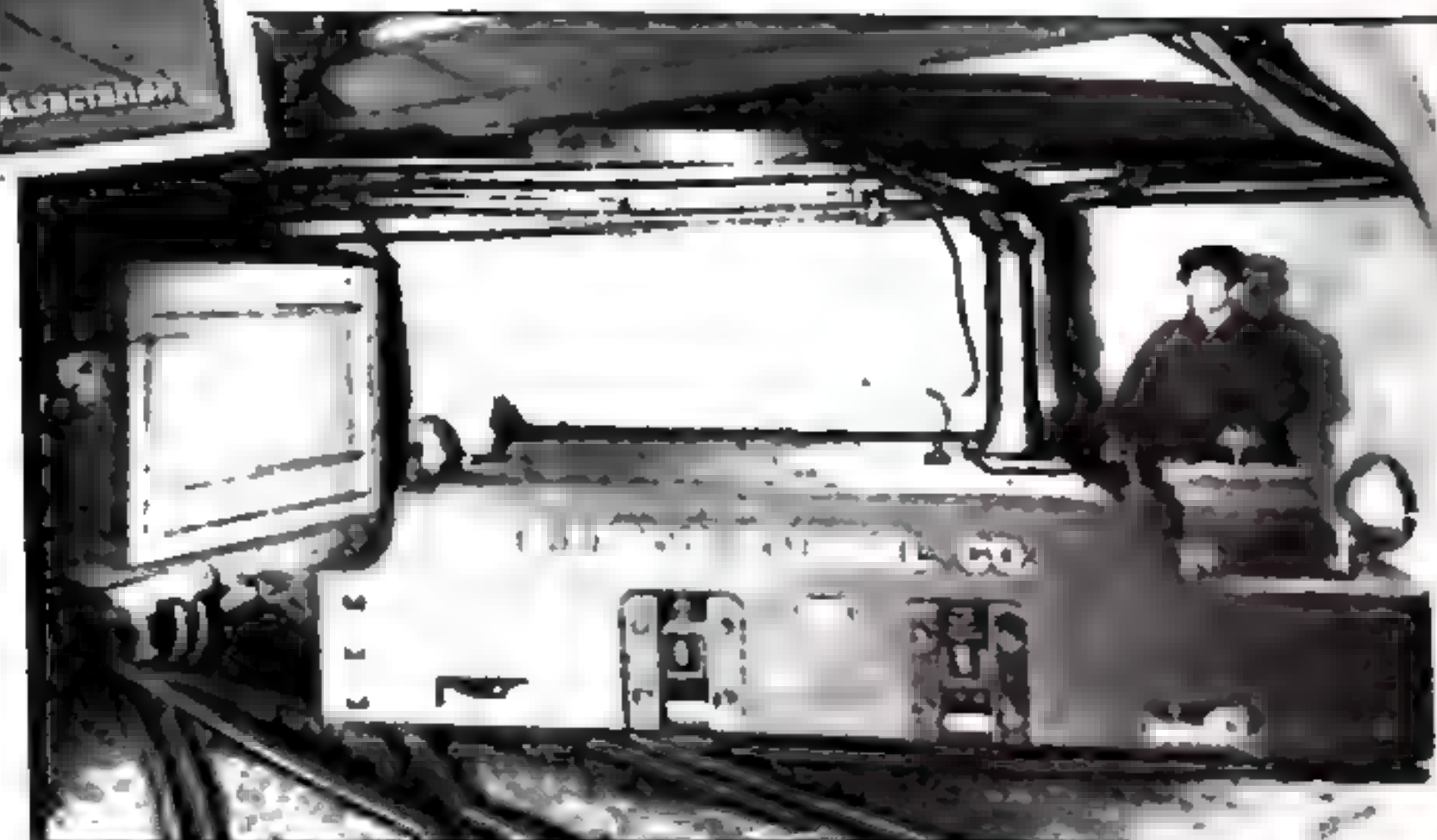
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The Way It Was

tric/diesel-electric FL9's. A pair of GP9's (known by crews as "Cadillacs") handled a daily freight round trip and a pair of passenger trains, while Alco RS3's held down the local freights.

But New Haven's published "Summary of Equipment" listed other, more exotic locomotives. The last 4 Alco FA1's (from a 1947 order of 30) and 8 boosters were tempting targets. An A-B-B-A set was known to be assigned to night-time freights out of Boston, and others worked with younger road-switchers on a variety of secondary lines all over the system—everywhere but past my house, it seemed. And a driver's license wouldn't come until five months after Penn Central swallowed the New Haven at the end of 1968.

Once again, my parents came to the rescue. Dad drove on our frequent weekend trips to see numerous friends and relatives, and we somehow usually managed to pass through South Worcester, New Bedford, Fall River, and Providence—all of which had busy New Haven freight terminals in the Sixties. But we never could find an FA1 in any of those little engine facilities.

It was time for "my" railroad to help. My frequent letters to various operating officials always resulted in polite answers from these overworked managers of the bankrupt New Haven. (Do today's teenage fans write to railroads and locomotive builders to ask for information and promotional materials?) I boldly asked for a tour of Dover Street Yard in South Boston, where I knew that I probably could find those elusive FA1's. After a few requests, permission finally was granted.

The chosen day fell during a week-long family vacation on the Connecticut shore. My dad gave up a planned day of fishing to accompany me to Boston. Rather than ride on one of New Haven's premier Shore Line passenger trains, our schedule required travel on New London-Boston local train 508, consisting of one of the two control cab units from the Budd Roger Williams train and one conventional RDC1.

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The Way It Was



ALLAN G. HARTLEY

At Dover Street terminal in Boston, I finally got to see those exotic New Haven Alco FA's.

Naturally, I had talked my way into the cab not long after departure. We met fast-moving varnish behind FL9's, a symbol freight led by a Fairbanks-Morse H16-44 road-switcher, and west-bound Budd cars. Alco RS1's were switching Northup Avenue yard in Providence.

New Haven Railroad road foreman of engineers Henry Mahoney awaited our arrival at South Station. He drove us in a company Ford LTD (complete with railroad emblems on the doors) to Dover Street. He and Dad followed behind as I hastened through the yard, quickly shooting up my limited supply of film. Many new sights greeted me: derelict Loewy-style H16-44's, high-hood Alco switchers, even the carbody of the last Alco DL109. But finally, there they were—idling contentedly alongside FL9's and GE U25B's were FA1 0428 and FB1 0456. (Elsewhere in Dover Street were another cab and booster; the four would be put together by late afternoon to handle freight BL-1 on its roundabout nocturnal journey to the Boston & Maine connection at Lowell, Mass.)

I never did get to see that coveted A-B-B-A consist of New Haven Alco cab units, but I was able to photograph and spend some time aboard the 0428 that morning in August 1968. Yes, that's me in the fireman's seat in this

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photo. I was pretty proud of that Hawaiian shirt, as I recall.

Mission accomplished—thanks to the New Haven Railroad and my mom and dad.—*Scott A. Hartley*

Nice to fire for, but a bit strange

An unnerving experience on an SP 2-10-2

I WENT FIRING on the Southern Pacific's Coast Division in 1953. My engineer's name was Lindsay, a hoghead in the regular San Francisco-Watsonville Junction (Calif.) chain gang.

I fired for Lindsay several times and, although he never checked the water level by climbing into the tender (as some hoggers were wont to do), he was still a bit strange. The first time I fired for him was about three weeks after I'd made my qualification date, and I was as green as grass. We were highballing down the San Francisco Peninsula at night on train 932, with engine 3699, when he said, "Come over here and sit in my spot; I want to fire for a while."

He instructed me not to touch the throttle or brake, just blow the whistle at crossings. As a callow 18-year-old, I was both thrilled and terrified to be holding down the right-hand seat cushion on a 2-10-2 for a good 10 or 15 miles before he turned the firing back to me.

On another occasion, again at night, we were hauling a long, heavy freight drag slowly up Morgan Hill with another 2-10-2, bound for Gilroy. I glanced over and was startled to see his seat empty. I looked in the gangway and over the top of the tank but didn't spot him anywhere. I was about to assume he'd had a heart attack and fallen out the window and was thinking about shutting off the throttle and applying the brakes when he popped back in the window. He held up a handful of waste and said, "That headlight was pretty dirty; I thought I ought to clean it up a bit."

As I said, he was a real nice guy to fire for, but a little strange.

—*Barry Anderson* ■

Coming next issue Spring Edition

- **Colorful Diesel Days**

A look back at the bright heyday of diesel paint schemes

- **Great Photographers: Bruce Meyer**

In powerful black-and-white, he captured the last years of steam on Illinois Central, Norfolk & Western, B&O, Nickel Plate, and others

- **Creatures of the Canyon**

Tracking Western Pacific steam in the Feather River Canyon

- **Long Island's Double-Deckers**

How the nation's busiest commuter carrier increased capacity in the 1940's

- **Railroading in a Foreign Tongue**

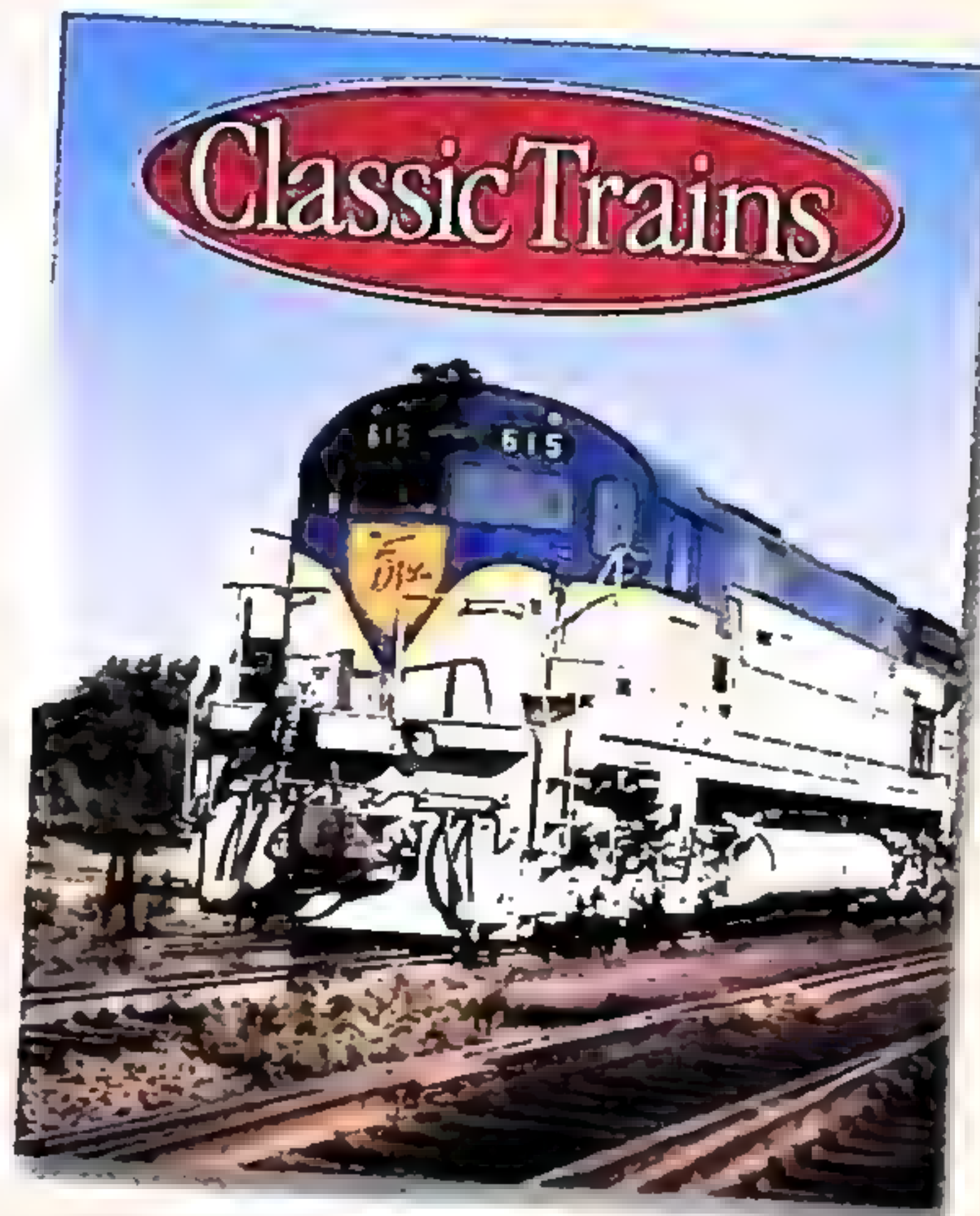
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Second Section

A message for Ted Rose

Remembering a masterful railroad artist



ROBERT S. MCGONIGAL

A WINDOW on the golden years of railroading closed forever with the death on July 26 of Ted Rose at the age of 61. Ted was a watercolor artist of immense imagination, sensitivity, and talent, and lovers of the "classic era" are fortunate indeed that so much of his work depicted railroading in the steam and early diesel eras.

In his later years, Ted generally eschewed commissions ("I don't paint other people's imaginations," he once said), so we're also fortunate that twice he accepted assignments to paint a scene for CLASSIC TRAINS. Both works accompanied stories by Ed King: "Got Another One" (Summer 2000) and "The Victimized Hudson" (Spring 2002). Ted's concern for technical accuracy matched his lyrical abilities with the paintbrush, and both works reflect this.

Gil Reid, a fellow railroad artist and onetime co-worker of Ted's here at Kalmbach, was also a close friend. On learning of Ted's passing, Gil penned this message to him:

The Glory Train

Ted, you have never seen this train before, for it is a Special, not carded on the train sheet. This train has been waiting a long time for you to board, and there are surprises for you. But hurry, the conductor has called 'All Aboard,' so you better get on now, for there is a long journey ahead. There is your old friend Howard Fogg sitting in the Union Pacif-

ic parlor car, just waiting to see you again. Fogg has been talking to Russ Porter and Otto Kuhler about you. They've waited long enough and now that you are on the train, the manifest is complete. All signals are high green and the dispatcher has given the road to the Glory Train.

Where to find CA&E cars

Like other interurbans that lasted into the preservation era, the Chicago Aurora & Elgin is survived by a number of its cars. Glen Brewer, whose tribute to the "Roarin' Elgin" appears on pages 16-19, has identified six museums at which CA&E cars may be found:

Fox Valley Trolley Museum, Elgin, Ill.: wood cars 20, 316, 317; line car 11.

Illinois Railway Museum, Union Ill.: wood cars 308, 309, 321; Cincinnati steel car 431.

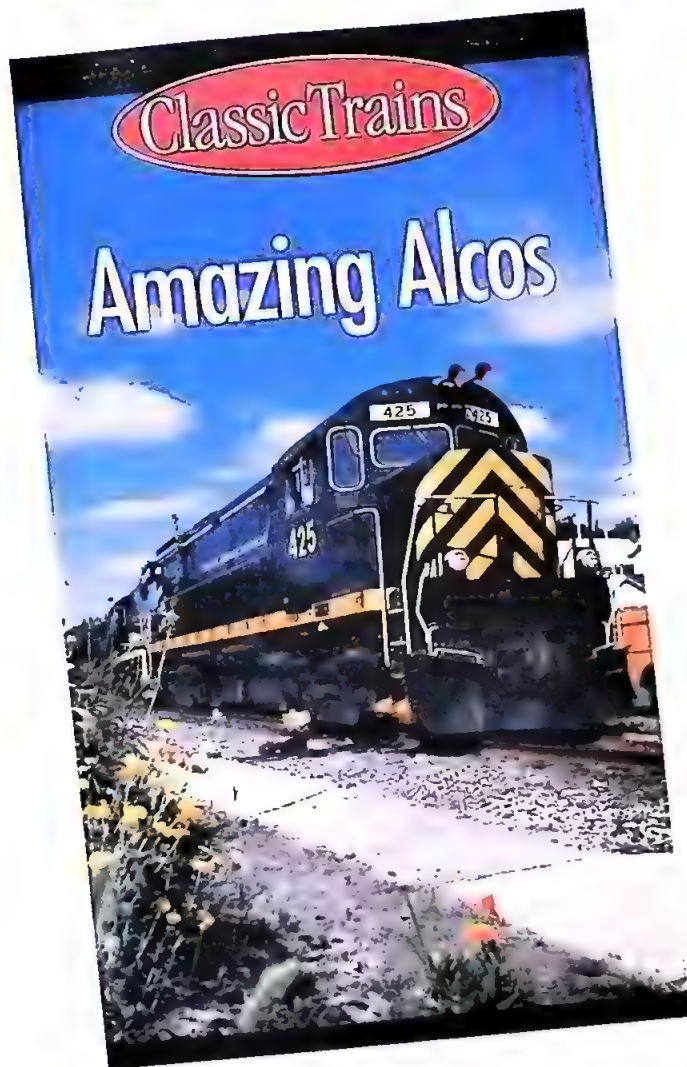
Iowa Railway Historical Museum, Centerville, Iowa: wood car 320.

Rockhill Trolley Museum, Rockhill Furnace, Pa.: wood car 315.

Seashore Trolley Museum, Kennebunkport, Maine: wood car 434.

Trolleyville, Olmsted Township, Ohio: St. Louis steel cars 451, 453, 458, 460; Pullman steel car 409; wood cars 303, 304, 319. ■

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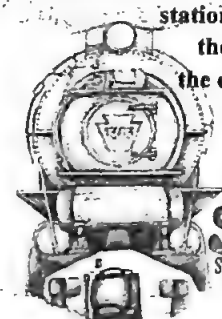
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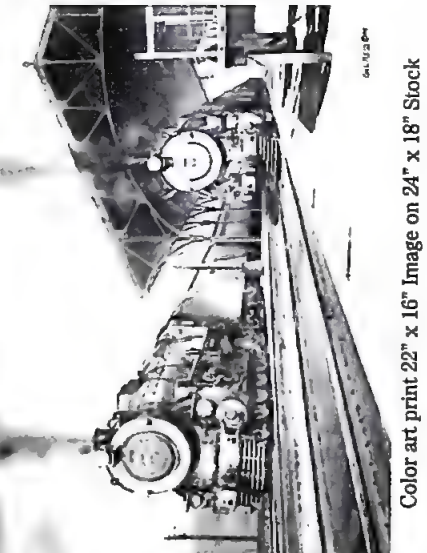
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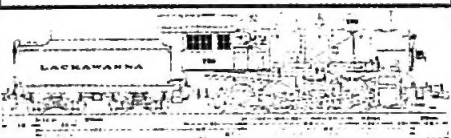
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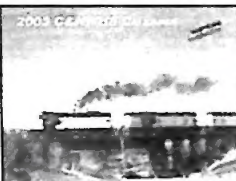
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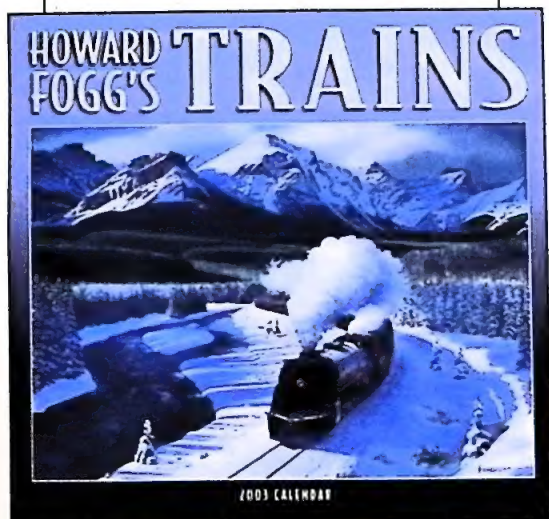
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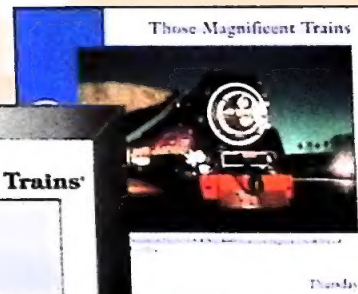
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